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Mission Street Specific Plan



The City of South Pasadena

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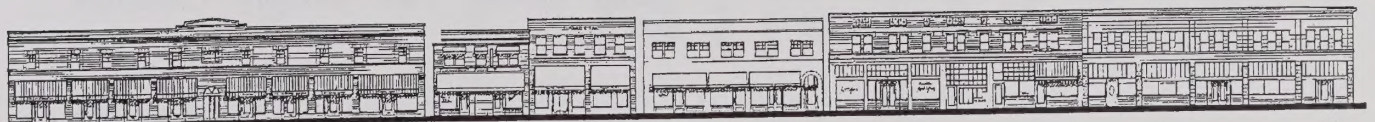
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1.0 INTRODUCTION

WHAT IS A SPECIFIC PLAN?

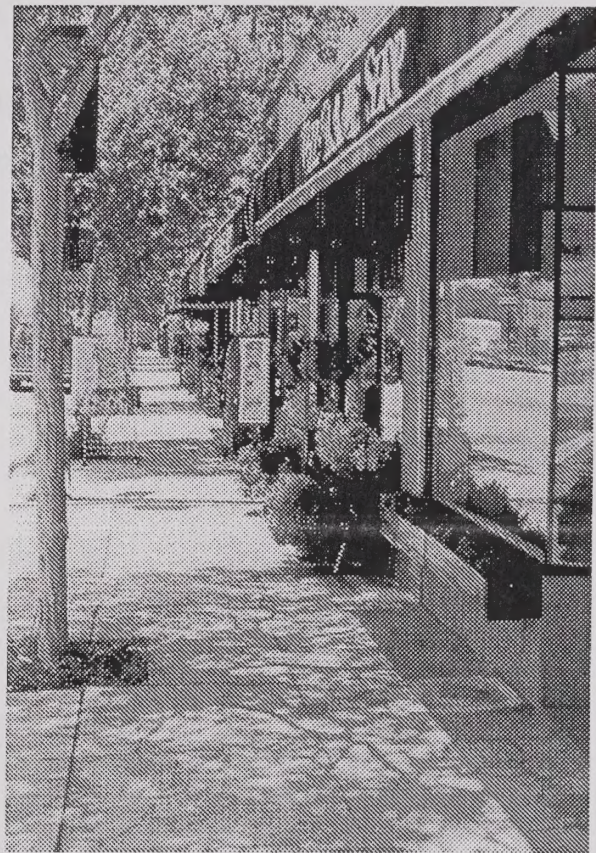
Under California law (Government Code Section 65450 et. seq.), a city or county may use a specific plan to develop detailed regulations, programs and/or legislation to implement its adopted general plan for a specific area with the local jurisdiction. It can combine zoning regulations and other regulatory mechanisms into one document, tailored to the particular needs of the area.

WHY IS THE MISSION STREET SPECIFIC PLAN BEING PREPARED?

The City Council identified the need for a specific plan to address the impacts of the future Blue Line station on Mission Street and to implement their vision of Mission Street as South Pasadena's pedestrian-oriented, historic shopping street. The Specific Plan addresses the following overriding questions:

- **How can the potential traffic and parking impacts of the Blue Line station be reduced?** Can adequate parking and vehicular access be accommodated without undermining the transformation of Mission Street into a pedestrian-oriented shopping street?
- **How can the Mission Street Specific Plan Area take advantage of Blue Line transit access as a catalyst for economic development, while maintaining the small-town, pedestrian-oriented character of its Historic District as the focus for that development?** In particular:
 - What is Mission Street's market niche and the best mix of uses to fill that niche?
 - How can the historic character of the Mission West Historic District be maintained and expanded, and the individual Historic Resources be preserved, renovated and reused?
 - What are appropriate development intensities for the Specific Plan Area given market conditions, infrastructure constraints, and the goal of maintaining its historic, small-town character?

- What public improvements, including utility and streetscape improvements, are needed to help make the Mission Street vision a reality?
- Can the Blue Line station and Mission Street share parking?
- **What economic development incentives and management strategies are needed to attract the desired mix of uses and new development and to encourage renovation of historic buildings?**



This specific plan was prepared under the direction of the City of South Pasadena Community Development Department and the Mission Street Specific Plan Advisory Committee (SPAC).

WHAT CAN THE SPECIFIC PLAN DO?

The Mission Street Specific Plan is a regulatory document. It can prohibit or discourage undesirable uses or actions, such as the demolition of Historic Resources. It can create incentives to attract new businesses and development and to provide additional parking. But it cannot *make* those things happen. Property owners, merchants and residents, as well as the City, must take specific steps, many with significant financial implications, to turn the Specific Plan's vision for Mission Street into a reality.

WHAT ELSE MUST BE DONE FOR THE SPECIFIC PLAN TO WORK?

Key actions that must be taken by the City and by property owners, merchants, and residents to implement the Specific Plan include these:

1. **Provide a central parking facility** to serve the Blue Line station (projected to open in the year 2001) and to support economic development in the Specific Plan Area. To best serve these uses, the parking should be within a block or two of the Blue Line station and as close as possible to Mission Street businesses. Parking may be located on several sites, although at least one lot with 100 or more spaces would be desirable.

Central parking may be provided by: a.) using existing City-owned land, b.) acquiring land in closer proximity to the Mission Street businesses, and/or c.) providing additional structure parking in a private de-

velopment project through a joint development agreement. Providing central parking will require a substantial financial investment, which may be provided through a combination of an assessment district, tax increment from all of the City's redevelopment area (assuming it is expanded to include the Specific Plan area), general fund and other sources. In addition, the Specific Plan provides incentives for developers of large parcels to provide extra public parking on their individual sites in exchange for higher development intensity.

2. **Establish a Business Improvement District (BID)** to help financing parking and streetscape improvements.
3. **Hire a Manager** to attract desirable businesses, implement streetscape improvements and promote the Specific Plan Area.
4. **Increase the water pressure** so that on-site pumps are not required for second and third story uses.

SPECIFIC PLAN AREA AND STUDY AREA BOUNDARIES

Figure 1 shows the boundaries of the Specific Plan Area. The Specific Plan Area includes the Mission Street right-of-way from Pasadena Avenue to Fair Oaks Avenue. It includes parcels fronting on Mission Street between Fremont and Indiana Avenues, as well as areas to the north and south of Mission Street between Fremont and Orange Grove Avenues.

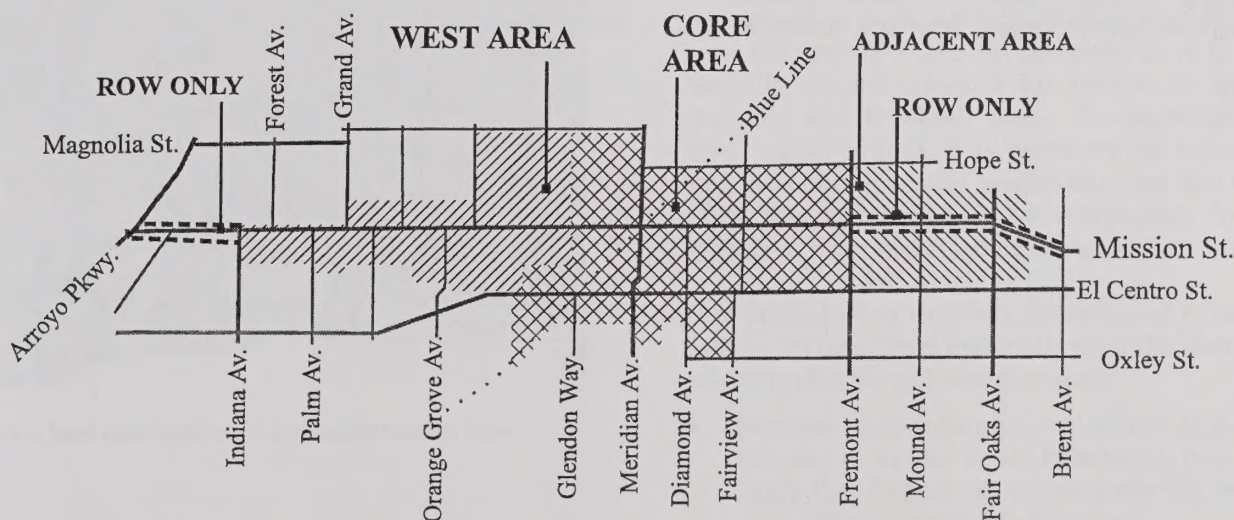


Figure 1 Specific Plan Area

The Specific Plan Area is divided into the *Core Area*, between Fremont and Prospect Avenues within easy walking distance of the Blue Line station, and the *West Area*, west of Prospect Avenue. Buildings on Mission Street east of Fremont Avenue are not in the Specific Plan Area (although the street right-of-way is). The area in which these buildings is located is referred to as the *Adjacent Area*. The Core Area, West Area, Adjacent Area, and areas that include only rights-of-way are shown in Figure 1.

In Chapter 2, "Summary of Background Information", the discussion of land use addresses both the Specific Plan Area and the Adjacent Area to the east, distinguishing between the two. The market feasibility analysis treats the entire business district as a single market unit. The transportation and parking analysis includes the Mission Street business district, as well as a larger study area that extends from the Pasadena Freeway on the north to Monterey Road on the south.

ORGANIZATION OF THE SPECIFIC PLAN

The Specific Plan is divided into four parts:

1. **Background** which includes this introduction and a summary of the background analyses on which the Specific Plan regulation and guidelines are based.
2. **Specific Plan Regulations** which includes the *mandatory provisions* of the Specific Plan which supersede the provisions of the Zoning Code. These provisions address land use, development intensity, transpor-

tation and parking, and utilities. In addition, they establish basic development standards for site and building design.

3. **Guidance for Project Design** which includes design guidelines for renovation of Historic Resources, remodels of existing non-historic buildings and new construction. Part 3 describes the design review process.
4. **Guidance for Public Improvements and Actions** which identifies 1) parking and streetscape improvements that need to be made over time to implement the Specific Plan, 2) recommended mechanisms for financing these improvements and 3) a summary of the actions that need to be taken by the merchants, property owners, residents and City to carry out the Specific Plan.

RELATIONSHIP OF THE SPECIFIC PLAN TO THE ZONING CODE

This Specific Plan supplements and refines the Zoning Code and other relevant ordinances. The Specific Plan regulations in Part II (Chapters 4 through 7 on pages 31 through 48) are equivalent to Zoning Code regulations. Where those Specific Plan regulations differ from provisions in the Zoning Code or other ordinances, the Specific Plan supersedes those provisions. All other provisions of the Zoning Code and other ordinances apply to the Specific Plan Area.

DEFINITIONS OF TERMS

Words other than proper names that are capitalized are defined in the Definitions section at the end of the Specific Plan.

2.0 SUMMARY OF BACKGROUND INFORMATION

2.1 MISSION STREET'S ASSETS: AN OVERVIEW

South Pasadena is a unique city in Los Angeles County. With a population of about 24,000, it is one of the County's smallest cities. Surrounded by much larger cities (it has less than 1% the population of its neighbor, the City of Los Angeles), it has managed to retain its small-town atmosphere and sense of identity. Mission Street is South Pasadena's historic core.

Some of the Specific Plan Area's key assets to be considered in planning for its future include:

- First and foremost, its Historic Resources -- without them it would be like any other commercial street in Southern California
- Its small-town feel -- expressed by the library and its park-like surroundings, and quiet, tree-lined residential, as well as by its historic shopping district
- An established market niche that includes specialty retail, focused around antiques and boutiques
- Relatively low traffic volumes on Mission Street
- Nearby residents with a substantial amount of disposable income
- A Blue Line station that will connect it to downtown Los Angeles and Pasadena.



Tree lined residential street adjacent to Mission Street.

It is these assets that Mission Street's property owners and merchants and South Pasadena's residents want to build upon as they transform Mission Street a pedestrian-oriented shopping district, with artists' lofts and other housing, that reflects its historic role as the City's "Main Street" and expresses the vitality of the region to which it will be linked by the Blue Line.

2.2 MARKET FEASIBILITY ASSESSMENT

The market feasibility assessment, prepared by Keyser Marston Associates (KMA), indicates that the market area served by the Mission Street business district compares favorably to successful specialty commercial districts in other Southern California communities (Old Town Pasadena, Second Street in Belmont Shores, and the Third Street Promenade in Santa Monica). South Pasadena has the benefit of strength in both the commercial and residential markets. Moreover, the development of a Blue Line station within the Specific Plan Area will intensify future demand for development in the area.

KMA concludes that, over the next 5 years, there is market demand for 10,000 to 15,000 square feet of small-scale retail uses, approximately 5,000 square feet of ancillary office space, as well as multi-family development, provided such development is priced or leased at competitive rates. For planning purposes, it is assumed that these same increments of development can be supported in each subsequent five-year period over the next 20 years. In addition, there is potentially market demand for live/work space and bed and breakfast inns. To capitalize on these opportunities, it is necessary to attract a mix of commercial and residential uses that embody the characteristics that distinguish South Pasadena from surrounding communities.

It is unlikely that the basic character of Mission Street will be altered materially over the near- to mid-term for the following reasons:

- Because retail uses are unanchored (e.g., by theaters as in Old Town Pasadena), it is unlikely that large-scale regional-serving retail uses will be attracted to the area;

- Office demand is limited primarily to small firms oriented toward a local clientele, although the link to Pasadena and Los Angeles provided by Blue Line may increase the area's attractiveness to firms with broader client bases.
- Bed and breakfast inns in non-resort locations typically consist of fewer than ten rooms, which limits the inns' draw; and
- Given the limited amount of residential development that reasonably could be anticipated to be developed within and adjacent to the Specific Plan Area or in the entire City of South Pasadena, new residential development is not anticipated to significantly increase demand for commercial uses by local residents.

2.3 EXISTING LAND USE AND LAND-USE CONDITIONS

A parcel-based survey of the following information was compiled. The following information was recorded for each parcel:

- Assessor's parcel number and address
- Owner
- Business name(s)
- Land use
- Lot area
- Building footprint
- Number of stories
- Gross floor area of building and businesses
- Floor area ratio.

Uses

Figure 2¹ illustrates existing land use by parcel. It also shows the general location of parking on each parcel. All off-street parking within the Specific Plan Area serves businesses located on the same or an adjacent parcel. There is public parking located in the Adjacent Area to the east. Table 1 summarizes the distribution of parcel area by generalized land use category. The Specific Plan Area is approximately 60 acres in size, of which approximately 40 acres consist of

parcels and 20 acres of street rights-of-way. Of the parcel area, about 60% is privately owned and commercially developed; the remainder is divided between housing and publicly owned facilities.

In the Specific Plan Area, commercially zoned land is located along Mission and El Centro Streets. Residential uses are located north of Mission Street. Publicly owned land includes Orange Grove Park, the adjacent maintenance facilities, the Library, the School District offices, Heritage Garden and Museum and the Watering Trough adjacent to the Blue Line platform. The City Hall is in the Adjacent Area.

Table 2 summarizes the distribution of non-residential land uses on developed parcels by more detailed land use categories. As Table 2 indicates, about one-third of the non-residential building floor area in the Specific Plan Area is occupied by food and beverage, retail or service uses. About half is occupied by office space. The remainder either is occupied by light industry/storage uses or is vacant. Three-fourths of the floor area in the Adjacent Area to the east is occupied by food and beverage, retail or services uses. Figure 2 illustrates the distribution of uses by type along Mission Street.

Retail and Services. Retail and non-auto-related service uses are concentrated in three locations. The largest concentration is between Fair Oaks and Mound Avenues in the Adjacent Area and consists of community-serving uses, e.g., hardware, pets, bicycles, yardage and shoe repair.

The second largest concentration is at the center of the Specific Plan Area and consists of specialty retail, predominantly antiques. Most retail and services uses in this area are located on the north side of the street, occupying the two blocks east of Meridian Avenue and one-half block west of Meridian Avenue. On the south side of the street, specialty retail and service uses occupy only one block east of Meridian Avenue.

The smallest concentration is at the intersection of Grand Avenue with Mission Street and consists of Trader Joe's and a strip mall occupied primarily by convenience services.

¹ Figures 2 through 8 which illustrate existing conditions are located at the end of this Chapter on pages 15 through 21.

Table 1 Distribution of Parcel Area by Generalized Land Use

	1,000 Sq Ft	Percent of Total
<u>Specific Plan Area</u>		
Commercial/Mixed Use	1,082	62%
Residential	377	22%
Publicly Owned	284	16%
Total	1,743	100%
<u>Adjacent Area (East)</u>		
Commercial/Mixed Use	160	68%
Residential	0	0%
Publicly Owned	77	32%
Total	237	100%

Table 2 Distribution of Non-Residential Building Floor Area by Land Use Categories

	1,000 Sq Ft	Percent of Total
<u>Specific Plan Area</u>		
Food and Beverage	11	2%
Retail	68	14%
Service		
Non-Auto-related	18	4%
Auto-related	28	6%
City and assembly space	29	6%
Office	242	48%
Light Industry/Storage	92	18%
Vacant	14	2%
Total	502	100%
<u>Adjacent Area (East)</u>		
Food and Beverage	5	4%
Retail	28	24%
Service		
Auto Related	4	3%
Office	13	11%
Light Industry/Storage	13	11%
Vacant	2	2%
Total	117	100%

Mixed Use. Vertical mixed-use developments, defined as housing located above one or more non-residential uses (typically retail or service uses), are located in several two-story historic storefronts in the Specific Plan Area. In some buildings, the second-floor housing is very poorly maintained.

Office and Light Industry. In the Specific Plan Area, office and light industrial/storage uses are located along Mission Street between the areas described above and along El Centro Street.

Housing. Residential uses are located north of the Mission Street frontage in the Specific Plan Area and along Mission Street west of the Specific Plan Area.

Building Height

About 70% of the buildings (60% of the floor area) in the Specific Plan Area are one-story. About 30% of the buildings (40% of the floor area) are two-story. Most of the two-story buildings are Historic Resources. The majority of the historic storefront buildings are two stories. The height of a two-story storefront building in the Specific Plan Area ranges from about 28 to 32 feet.

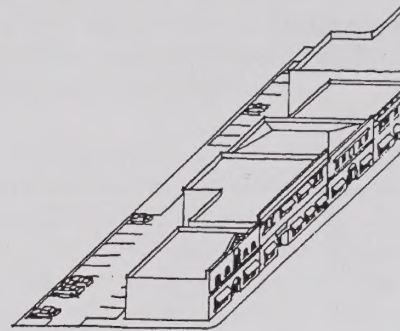
Photographs of razed pre-1900 buildings in the Specific Plan reveal several three-story buildings that exceeded the existing maximum height, approaching 40 feet, and included mansard, gabled or hipped roofs.

Non-Residential Building Types

Figure 3 shows the relationship of non-residential buildings to the sidewalk, to one another and to on-site parking as an indication of the character of the street. They are categorized as follows:

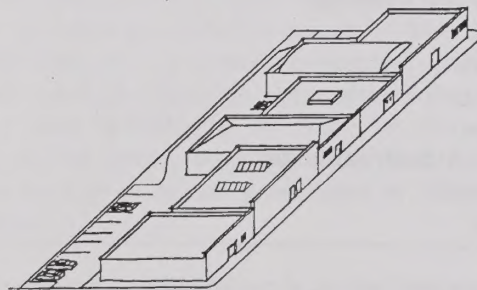
- **Zero-Setback Storefronts.** Building facades are on or within a few feet of the front property line and sidewalk, with shop entrances and display windows occupying the majority of the facade. Buildings are typically occupied by a series of retail or service uses, and those uses front on the street. This combination of characteristics creates interest for pedestrians and encourages walking

along the sidewalk from one shop to the next. On-site parking, if any, is located behind the building. This building type is typical of successful shopping streets. The more successful shopping streets, e.g., Old Town Pasadena and Third Street Promenade, have centralized public parking, often in structures, that is provided by the local jurisdiction or by property owners and tenants through assessment districts.



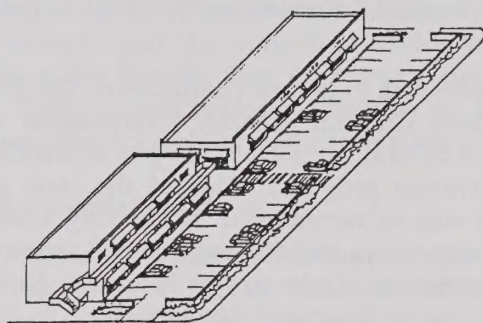
Two-story historic storefront buildings have FARs ranging from 1:1 to almost 2:1. Contemporary two-story storefronts with parking behind have lower FARs.

- **Zero-Setback Blank Wall Buildings.** Building facades are in the same relationship to the sidewalk as above, but have no display windows. Buildings are typically occupied by office uses. Because they do not provide interest for pedestrians, i.e., something to look at, blank wall buildings interrupt the continuity of a shopping street and discourage shoppers from walking from one shop to the next.



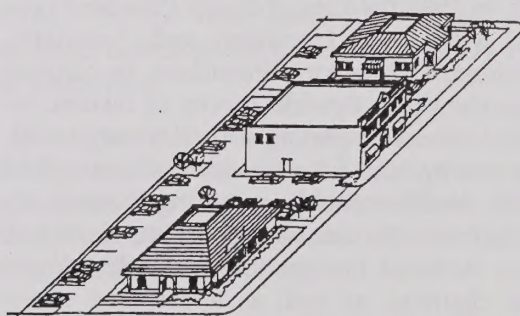
FARs of zero setback blank wall buildings like the Pacific Bell buildings are similar to storefronts.

- **Strip Mall.** Building facades are setback from the sidewalk with parking (typically a double-loaded aisle) in front. Buildings are typically occupied by a series of retail or service uses. Display windows and entrances are located on the front facade, but because of setback and parking, they do not provide interest for pedestrians and are designed for automobile access.



One-story strip malls typically have FARs of about 0.35:1 and two-story strip malls 0.75:1.

- **Freestanding Buildings.** Buildings, usually occupied by a single business or activity, are not built to the front, side or rear property lines and, as a result, are separated from other buildings along the street frontage. In the Specific Plan Area the freestanding buildings have limited or no display windows and are occupied by office or light industrial uses.



Freestanding buildings like Carrow's, surrounded by parking, have FARs of less than 0.35:1.

Most of the retail and service uses in the Specific Plan Area and Adjacent Area are located in zero-setback storefronts, the majority of which are Vernacular in architectural style. Buildings between the retail/service concentrations along

Mission Street are either zero-setback blank wall or freestanding blank-wall buildings. Most of buildings on El Centro Street are freestanding.

Development Intensity

Figure 4 illustrates the intensity of development on each non-residential parcel in the Specific Plan Area. Development intensity is measured by floor area ratio (FAR), i.e., the ratio of building floor area to parcel area. FARs in the Specific Plan Area range from about 0.2:1 to 1.7:1. Buildings with FARs approaching or exceeding 1:1 are, for the most part, the historic two-story storefronts which have little or no on-site parking. Strip malls and freestanding buildings generally have FARs of less than 0.5:1. Of the total parcel area in the Specific Plan Area, only 4% has an FAR of greater than 1:1, 27% has an FAR of 0.51:1 to 1:1, while the majority (64%) has an FAR of 0.5:1 or less.

Existing Zoning

Commercially Zoned Parcels. The commercially zoned parcels in the Specific Plan Area, located primarily along Mission Street and El Centro Street, are zoned C-1 or CM. The CM zone permits commercial and light industrial uses. The C-1 zone permits a broad range of commercial uses, which may be too extensive for the pedestrian-oriented specialty retail character of Mission Street.

On-site parking is required at a ratio of one space per 250 square feet for general retail and office uses and one space per 100 square feet for restaurants. These standards are high, compared to the parking standards of many jurisdictions in the region, particularly in locations where transit service is provided and shared parking (parking that can be used by two or more individual land uses without conflict, due to variations in peak demand or multiple use trips) occurs. Pedestrian-oriented shopping streets, on which shoppers park in one location and walk to multiple shopping destinations, typically have lower parking requirements, as do transit-served districts. Given current on-site parking standards, especially for restaurants, it would be difficult to accommodate buildings that are compatible with the historical buildings, i.e., two-stories with continuous front facades, without the use of structure parking.

The current height limit is 35 feet. Front yard setbacks and corner setbacks are required, both of which are not consistent with the current zero-setback storefront character of the historical segments of Mission Street. Minimum permitted suite size is 1,000 square feet, larger than is typical of many small-scale businesses.

Residentially Zoned Parcels. Residentially zoned parcels in the Specific Plan Area are zoned R-2 or R-3. The limiting factor on development intensity and height in these zones is the maximum FAR of 0.5:1.

Summary of Land Use Conditions

The segments of Mission Street that define it as the city's historic "Main Street" consist of storefront buildings, primarily vernacular in style and with brick or other masonry material exteriors. The majority of these buildings are two stories, although three-story buildings were historically located in the Specific Plan Area and have limited on-site parking located behind the buildings. The amount of parking is usually substantially less than is currently required by the Zoning Code.

2.4 HISTORIC RESOURCES AND ARCHITECTURAL CHARACTER

The Mission West Business Historic District is the centerpiece of the Specific Plan Area. Located in the Core Area, the district is listed in the National Register of Historic Places. The district and many individual buildings in the Specific Plan area also have been designated under the South Pasadena Cultural Heritage Ordinance. In addition, other buildings in the Specific Plan Area have been identified as historically or architecturally significant in a historic resources survey prepared by Leslie Heumann and Associates for the City of South Pasadena.

The National Register of Historic Places. The National Register of Historic Places is the official list of the nation's historic resources worthy of preservation. Properties listed in the National Register include districts, sites, buildings, structures and objects that are significant in American history, architecture, archaeology, engineering, or culture. To be eligible for listing in the National Register, a resource must possess integrity and meet one or more of the following

criteria: 1) be associated with events that have made a significant contribution to the broad patterns of our history; 2) be associated with the lives of persons significant in our past; 3) embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or 4) yield, or may be likely to yield, information important in prehistory or history.

City of South Pasadena Landmarks. The South Pasadena Cultural Heritage Commission was created by ordinance in 1971 as part of the City's preservation program. One of the state purposes was to recommend to the City Council those structures and districts deemed worthy of designation as landmarks or historical districts significant to the city's development. In 1992, the commission's enabling ordinance was revised (#2004), clarifying criteria for landmark/district designation and defining the commission's role in reviewing the alteration, relocation and demolition of historic resources in furtherance of its goal of maintaining community character.

City of South Pasadena Historic Resources Survey: Inventory of Addresses. One of the Cultural Heritage Commission's duties is to "conduct or cause to be conducted a comprehensive survey of the cultural resources...and publicize and periodically update survey results." In 1991 the City of South Pasadena contracted with Leslie Heumann and Associates, professional architectural historians, to conduct a comprehensive citywide survey of historic resources. After completing a preliminary windshield survey, the list was further researched with the final inventory containing those structures that met the established criteria for local, state or national designation as landmarks or historic districts, as well as a category of resources qualified to be in conservation zones. In 1994 the City adopted the inventory of addresses as its official list of properties which potentially may be designated as landmarks or historic districts. This list constitutes the Cultural Heritage inventory as defined in Section 2.73.A-11E of Ordinance #2004.

The Mission West Historic Business District and all structures in the Specific Plan Area listed on the *South Pasadena Historic Resources Survey: Inventory of Addresses* at the time the Specific Plan is adopted, as well as any structures in the Specific Plan Area which are subsequently added to the inventory, are classified as "Historic Resources" for the purposes of the Specific Plan. Table 9 (page 44) identifies structures currently listed on the inventory. Figure 3 shows the boundaries of the Mission West Business Historic District and the individual Historic Resources in the Specific Plan Area and Adjacent Area. Table 4 summarizes the number of historic resources by architectural style by sub-area.

Non-Residential Buildings

Distribution of Historic Resources Among Sub-Areas. Most of the non-residential Historic Resources in the Specific Plan Area (83%) are located in the Core Area. Of the Historic Resources located in the Core Area, most (75%) are located along Mission Street. The Adjacent Area, located along Mission Street to the east, while not in the Specific Plan Area, contains a large number of Historic Resources which reinforce the historic character of the Core Area.

Historic Resources As A Percent of All Buildings. In the Specific Plan Core Area, about 60% of the non-residential buildings along Mission Street are Historic Resources. In the Adjacent Area to the east, 65% of the non-residential buildings along Mission Street are Historic Resources. In the West Area 22% of the non-residential buildings on Mission Street are Historic Resources.

In the Core Area there are non-residential buildings on El Centro Street and on the north-south streets that intersect Mission Street. Only 26% of these buildings (five out of a total of 19) are Historic Resources.

Characteristics of Historic Resources. The majority of the non-residential Historic Resources (82%) are storefront commercial buildings, constructed of brick or other masonry materials. These storefront buildings are located primarily along Mission Street and are concentrated in the same locations that the retail/service uses are concentrated. At Fair Oaks Avenue and Meridian Avenue, most of the retail and service uses are located in the historic storefront buildings.

At Grand Avenue storefronts are occupied by service and office uses. There are only two historic storefronts that are not located along Mission Street (the former South Pasadena Bank building on the southwest corner of El Centro Street and Meridian Avenue and the Meridian Ironworks building on Meridian Avenue).

Most of the storefront buildings are Vernacular Commercial in style; they are simple buildings with minimal ornamentation. In addition, in the Core Area there are three Renaissance Revival Influence storefronts (the Alexander and Graham Blocks on the south side of Mission Street just east of Meridian Avenue and the South Pasadena Bank building) and one Streamline/Regency (Day Ray). The Adjacent Area to the east contains two Renaissance Revival Influence storefronts, one Spanish Colonial Revival and one Post-War Moderne, as well as one "blank wall" Spanish Colonial Revival building (the Pacific Bell building) which could be converted to a storefront. There is one Spanish Colonial Revival and one Tudor Revival storefront building in the West Area.

Mission Street's storefront buildings typically share the following characteristics:

- Front facades located within a few feet of the property line/sidewalk
- Solid masonry wall with individual windows set into the walls
- Vertical bays (storefronts) articulated by horizontal divisions
- Architectural detailing and ornamentation on the facade that faces the street
- Entries and display windows that are oriented to the sidewalk
- Brick or earth-tone or light walls.

Three freestanding buildings that house community facilities, e.g., the City Library, School District and the Plunge Building at Orange Grove Park, are Historic Resources in various "Mediterranean" styles: Renaissance, Romanesque and Spanish Colonial Revival. In addition, in the Core Area, the Firestone building is a freestanding Spanish Colonial building and 1000 Mission Street, which was moved onto the site, is a Queen Anne Victorian residence converted to office use. In the West Area the Baranger Studios is a freestanding Tudor Revival building.

Table 3 Number of Buildings by Architectural Style and by Area

	SPECIFIC PLAN AREA								ADJ. AREA		TOTAL BY STYLE	
	Core Area				West Area							
	On		Not On		On		Not On					
	Mission St.		Mission St.		Mission St.		Mission St.					
COMMERCIAL BUILDINGS												
<u>Historic Resources</u>												
Storefront Buildings												
Vernacular	13		1		1				6		21	54%
Renaissance Revival Influence	3		1					2		6	15%	
Streamline/Regency	1									1		
Spanish Colonial Revival					1			1		2		
Post-War Moderne								1		1		
Tudor Revival					1					1		
Zero Setback Blank Wall Buildings												
Spanish Colonial Revival								1		1		
Freestanding Buildings												
Spanish Colonial Revival	1				1					2		
Renaissance Revival			1							1		
Romanesque Revival			1							1		
Queen Anne/Eastlake	1	*								1		
Tudor Revival					1					1		
Total Historic Resources	19	59%	4	22%	5	22%	0	0%	11	65%	39	100%
<u>Non-Contributing Buildings</u>												
Storefront Buildings	8		1						1			
Zero Setback Blank Wall Buildings	1		6		7				2			
Strip Malls	0		0		2							
Freestanding Buildings	5		7		9				3			
Total Non-Contributing Buildings	13	41%	14	78%	18	78%	0	0%	6	35%		
Total Commercial Buildings	32	100%	18	100%	23	100%	0	0%	17	100%		
RESIDENTIAL BUILDINGS												
<u>Historic Resources</u>												
Single Family Homes												
Shot Gun Cottage							1				1	
Craftsman					2		1			3	15%	
Bungalow							1			1		
Colonial Revival Bungalow					1		2			3	15%	
English Revival			1							1		
Spanish Colonial Revival			3				1			4	20%	
Turn of the Century			2							2		
Turn of the Century/Eclectic			1							1		
Multi-Family Buildings												
Late Colonial Revival							1			1		
Spanish Colonial Revival			1				2			3	15%	
Total Historic Resources	0	0%	8	36%	3	100%	9	75%	0	0%	20	100%
<u>Non-Contributing Buildings</u>												
Single Family Homes			12					0				
Multi-family Buildings			2					3				
Total Non-Contributing Buildings	0	0%	14	64%	0	0%	3	25%	0	0%		
Total Buildings	0	0%	22	100%	3	100%	12	100%	0	0%		

* Moved into Specific Plan Area.

Residential Buildings

In the Core Area 65% of the residential buildings (19 out of 29), none of which are located on Mission Street, are Historic Resources. In the West Area, the three residential buildings located along Mission Street and 79% of all residential buildings not located along Mission Street (8 out of 12) are Historic Resources. The residential Historic Resources are largely single family homes in a variety of styles, including Craftsman, Colonial Revival Bungalow, Spanish Colonial Revival and Turn-of-the-Century. There are several multi-family Historic Resources on Orange Grove Avenue in the Spanish Colonial and Late Colonial Revival styles.

2.5 TRANSPORTATION AND PARKING

This section summarizes the transportation and parking analysis prepared by Kaku Associates.

Existing Levels of Service

Level of Service (LOS) is a qualitative measure used to describe the conditions of traffic flow, ranging from excellent at LOS A to overloaded at LOS F. In the Specific Plan Area and its vicinity, most roadway segments are currently operating at an acceptable LOS A or B on a daily basis. Only Fremont and Fair Oaks Avenues, which serve as north-south connectors, operate at LOS D (poor condition characterized by significant intersection delays and travel speeds of about one-third of free-flow speed).

In the Specific Plan Area intersections for which traffic counts are available operate at LOS A or B during peak hours. Mission Street at Meridian Avenue operates at LOS A during the morning peak hour and LOS B during the afternoon peak hour. El Centro Street at Meridian Avenue and Glendon Avenue operates at LOS A during both the morning and afternoon peak hours. Therefore, there is capacity for additional traffic generated by both the Blue Line and by future development in the Specific Plan Area.

Parking

There are 2,742 parking spaces in the transportation study area, generally bounded by Fair Oaks Avenue on the east, Monterey Road on the south, Indiana Avenue on the west, and the Pasadena Freeway on the north. These spaces are categorized as follows: 2,027 on-street, 267

in public parking lots, and 449 on-site serving businesses. Of the on-street spaces, 258 are time-restricted (typically one to two hours). Time-restricted spaces are located primarily on Mission and El Centro Streets between Orange Grove and Fair Oaks Avenues.

A weekday survey of parking use (6 a.m. to 7 p.m.) in the traffic study area indicates a peak occupancy of 41% between 1 p.m. and 2 p.m. All categories of parking have a similar level of use, except the public lots which experience a higher peak use level (70%). Curbside parking on all of Mission Street achieved a peak use level of 51%, compared with a 33% usage for all on-street parking. However, at the center of the Specific Plan Area (between Meridian and Fairview Avenues), the use level ranged from 67 to 86%, with the highest usage occurring on the north side of the street. An abbreviated survey, conducted on a summer Saturday, indicated a similar or slightly higher peak use (again from 1 p.m. to 2 p.m.): 60% on Mission Street between Meridian and Fair Oaks Avenues and 80% for the public lots. Based on these surveys, the traffic consultant concluded that there appears to be capacity to accommodate additional parking throughout the traffic study area, although that capacity is more limited at the center of the Specific Plan Area.

Table 5 summarizes existing parking capacity and demand in the Core Area. The demand could increase by 290 spaces to about 1.6 times the current demand using the existing supply of parking spaces. For example, assuming the demand generated by restaurants is actually 10 spaces per 1,000 square feet (the current Zoning Code requirement), about half of the existing non-restaurant ground floor space fronting on Mission Street could convert to restaurants without increasing the parking supply.

Table 5 Existing Parking Spaces: Core Area

	Supply		Demand	
	Total	Per 1,000 SF	Total	Per 1,000 SF
Off Street:				
Retail/Service	219	1.8		
Office	154	1.3		
Curbside	353			
Total	726	3.0	436	1.8
			(60% of Supply)	

Transit

Currently, transit service within the Specific Plan Area is limited to the MTA's Line 176, which provides local service from El Monte to northeast Los Angeles. Line 483, which provides express service between South Pasadena and downtown Los Angeles runs along Fair Oaks Avenue with a stop at the corner of Mission Street.

In anticipation of the Blue Line, the Southern California Association of Governments (SCAG), in its Glendale-Verdugo Hub Study, has proposed a shuttle route that would link the Mission Street station to the surrounding communities. As currently proposed, the route would run east from the Mission Street Station to Fair Oaks Avenue, south to Huntington Drive and east to Atlantic Boulevard. It would run west from the station to Pasadena Avenue, south to Monterey Road, west to Avenue 60, north to Figueroa Street and west to the Avenue 57 station.

Effect of the Blue Line on Traffic and Parking

Parking Demand. The Los Angeles County Metropolitan Transit Authority (MTA) projects 1,026 weekday morning peak period boardings at the Mission Street station by the year 2010. Afternoon peak period boardings are projected to be about two-thirds of the morning peak period. In its analysis MTA estimated that 90% of the passengers would walk to the station and 10% would be dropped off, resulting in no demand for parking. However, given the availability of unrestricted on-street parking, the relatively low density of development surrounding the station, and experience at similar transit stations, Kaku Associates estimated that about 24% of the total morning peak period passengers will arrive by car, with about two-thirds of those passengers driving alone. This estimate results in a morning peak period demand for about 210 parking spaces and a peak demand for about 260 spaces at about 1 p.m.

While there is currently an adequate supply of curb-side parking with a 10-minute walk of the Blue Line Station to accommodate this demand, exclusive of time-restricted parking located in the Specific Plan area, that curb-side parking is also used by residents and customers of Mission Street businesses. In addition, as commercial

activity increases, and especially as new restaurants locate on Mission Street, the supply of available curb-side parking will be reduced, as indicated in the prior section. Moreover, it is the goal of the City to maintain that curbside parking primarily for the use of residents and customers. Thus, it is expected that a central parking facility providing at least 200 spaces will be needed to accommodate Blue Line patrons.

Peak Hour Trip Generation. The Blue Line station would be expected to generate about 200 trips during the morning peak hour and 240 trips during the afternoon peak hour.

2.6 CENTRAL PARKING STUDY

As part of the Specific Plan process, possible locations and financing mechanisms for a central parking facility or facilities were evaluated and discussed with the SPAC. These options were presented to the City Manager, in a memorandum dated February 17, 1995, which is on file at the Community Development Department.

Location and Size Criteria

As a first step, the following criteria for central parking were developed:

1. Parking should not be located directly on Mission Street although it may be located behind storefronts on Mission Street;
2. Parking should be less than 1,000 feet from the Blue Line platform and businesses;
3. The path of travel from parking to the Blue Line platform should pass through the commercial district;
4. 200 spaces should be provided on as few different sites as possible and at least one site should have at least 100 spaces.

Evaluation of Potential Sites

Next, possible sites were identified, including: 1) City-owned parcels; 2) existing under-used private parking lots; 3) privately owned parcels that are vacant or underutilized, not occupied by Historic Resources, and occupied by buildings and uses which are not appropriate to the Specific Plan Area.

The following sites were examined in detail. The preliminary cost estimates provided below for each site are in 1995 dollars and do not include operation and maintenance, which could

range from \$5 per month per space (the City's cost of maintaining its existing public lots) to \$25 per month per space (industry standard for parking lot operation and maintenance).

Potential Surface Parking Lots

1. The city-owned *Service Facilities site*, located adjacent to Orange Grove Park, could accommodate between 100 and 110 surface spaces approximately 600 feet from the Blue Line Station platform. While less than ideal as a parking lot for Mission Street because it is located more than 1,000 feet and downhill from most businesses, its use as Blue Line parking would reduce competition for curbside spaces. The existing service facility, which consists of two deteriorated wood frame structures totally about 22,000 square feet, of which 85% is garage and 15% habitable, would have to be relocated. Assuming an alternate site is available in the Arroyo area, the cost of replacement at a new location and parking lot improvements is estimated at \$2.2 million (based on per-square-foot costs of \$10 for demolition, \$25 for site work at the new site, \$40 for garage construction, \$100 for habitable space construction, \$2.50 for surface parking improvements) or above \$21,000 per space. It should be noted that this site has also been suggested as an expansion of Orange Grove Park.
2. The *vacant site on the west side of Meridian Avenue north of Mission Street* could accommodate 140 spaces. This site is estimated to have an acquisition and improvement cost of \$1.8 million, or \$13,000 per space, assuming eminent domain and including the administrative and legal costs of that acquisition process. This site is ideally located for both the station and businesses. However, it is located adjacent to residences. To mitigate potential impacts, 15-foot landscaped buffers should be located along Meridian Avenue and Hope Street and access should be provided at or south of Hope Street.
3. The *west side of Meridian Avenue for 340 feet north of the Mission Arroyo Hotel building* could accommodate 140 spaces as described in 2. above. If acquired for surface parking, this site would have a higher acquisition cost than 2. and would require the relocation of 2 bungalows, which are Historic Resources, to vacant or incompatibly used

sites on Meridian Avenue or Hope Street. However, it would have less impact on surrounding residences.

4. The existing *public storage facility site*, which could accommodate 155 surface spaces, has an estimated acquisition, demolition and installation cost (again assuming eminent domain) of over \$4.0 million or \$26,000 per space.
5. The existing 23-space *Golden Oaks parking lot*, because its use is restricted to parking, is estimated to have a reduced value, on the order of \$5,000 per space, relative to commercially and residentially zoned land in the area.

Structure or Subterranean Parking in Conjunction with Private Development

6. *Subterranean parking in conjunction with development on the School District site* could provide 80 spaces per level at an estimated \$15,000 per space.
7. Site 2 above could accommodate about 140 partially subterranean spaces in conjunction with senior housing or a convalescent hospital for an estimated \$1.5 million or \$10,000 per space. This cost could be reduced by as much as one-third, resulting in a per space cost of about \$7,000, if the developer chose to take advantage of the density bonus.

This appears to be the least expensive option. If the City could negotiate an agreement with the owner at this time, surface parking could be provided (at an estimated cost of \$120,000) until development occurs.

Extra Public Parking on Bonus Sites

Extra public parking provided by private developers through use of the Specific Plan's density bonuses could provide up to 100 additional spaces on 3 or 4 sites in the Core Area at no cost to the City. There is no assurance any of these sites will be redeveloped or, if they are, that the developer will use the density bonus provision.

Financing Options

A series of financing options were evaluated by Keyser Marston Associates (KMA) and summarized in the previously cited February 17, 1995 memorandum.

Cost of Improvements. The costs of acquiring and/or constructing the above parking alternatives were estimated. The monthly financing costs, based on a 1.30 coverage requirement and a 7% interest rate over a 30-year term, range from:

- \$10,400 to \$13,500 for parking in conjunction with a private development project on site 2. (the lower number assumes the developer takes advantage of the density bonus and provides a portion of the spaces);
- \$16,600 for surface parking on site 2.;
- \$36,800 for the public storage facility site.

As indicated above, monthly operation and maintenance would cost up to an additional \$3,300.

Potential Financing Sources. The following financing sources were evaluated: a Business Improvement District (BID) assessment of merchants and property owners; tax increment from a Specific Plan Area Redevelopment Area; tax increment from a combined Specific Plan Area/existing Downtown Redevelopment Area; City General Fund; and other sources, including a citywide assessment.

The parking facility is needed primarily to serve the Blue Line and secondarily to serve the Specific Plan businesses. Parking for Blue Line patrons would benefit the entire city, in that it would encourage Blue Line use, thereby reducing traffic congestion in other parts of the City (although it would increase traffic congestion in the Specific Plan Area) and reducing the need for the 710 Freeway. Therefore, it is reasonable to assume that the city as a whole would share the cost of parking with the Specific Plan property owners and merchants. The recommended approach is a equal sharing of the cost.

2.7 UTILITIES

Storm Drain System/Drainage

Figure 6 shows the existing storm drainage system serving the Specific Plan Area. The watershed contributory to the Specific Plan Area is roughly defined by Arroyo Drive to the west, Grevelia Street to the north, and Fair Oaks Avenue to the East. The area is approximately 113 acres. Storm water runoff generally flows in a southerly direction through the Specific Plan

Area where some is intercepted by storm drains located in Orange Grove Boulevard, Mission Street, Fremont Avenue and Fair Oaks Avenue. The remainder flows to the south.

Storm drains in Orange Grove to Mission Street and westerly along Mission Street to the Arroyo Seco channel and in Fremont Avenue from Hope Street south to Mission Street, east along Mission and south along Marengo Avenue, are designed to handle flows generated by a 10-year storm event. On Mission Street, between Orange Grove and Fremont, no storm drains exist. Water flows from a high point at Meridian Avenue to the east or the west to the storm drain lines.

The Specific Plan Area is substantially developed at this time. Proposed development would not include construction over large unpaved areas with the exception of an approximately one-acre site on the west side of Meridian Avenue north of Mission Street. As a result, there should not be any large increases in runoff quantities. According to the City's Public Works Department, there are no major flooding problems in the Specific Plan Area. The existing storm drain system appears to be adequate to handle most storm water runoff with only minor modifications. All of the City of South Pasadena is located in Los Angeles County Flood Zone "B" which indicates a non-flood hazard area.

Problems may result if the proposed development places any obstructions in the streets which now serve as drainage channels. If obstructions are proposed, additional catch basins will have to be added and the existing storm drains may have to be extended or enlarged.

Water

Figure 7 shows the water distribution system serving the Specific Plan Area, which lies entirely within what is known as the "Central" water system. Water is provided to this system by the Wilson Reservoir in San Gabriel, the Graves Reservoir in San Marino, the Garfield Reservoir on Garfield Avenue north of Hardison Street, the Grand Reservoir at the north end of Floral Park Terrace, and a connection to an MWD line at Kolle Avenue south of Monterey Road. A comprehensive analysis of the overall system in August 1987 identified a series of system-wide modifications required to improve the operation of the distribution system.

The 1987 analysis indicated that during peak use hours, water pressure within the Specific Plan Area averages about 45 psi, with the lower pressures occurring on the easterly side. (Water pressure of 50 to 70 psi is desirable.) Along El Centro Street, the pressure averages about 38 psi with the lower pressures also occurring on the easterly side. These pressures are low but unavoidable given the current system equipment and configuration.

Future development may encounter problems associated with the low water pressure which can only be remedied on a system-wide basis. Some of the possible pressure and flow rate remedies identified in the 1987 report include: modifications to the lines entering and leaving the Grand and Garfield Reservoirs, enlarging, replacing, or adding water lines, adding pumping stations, and increased usage of MWD water. Until recommended system-wide improvements are made, on-site pumps will be required for two or three story buildings.

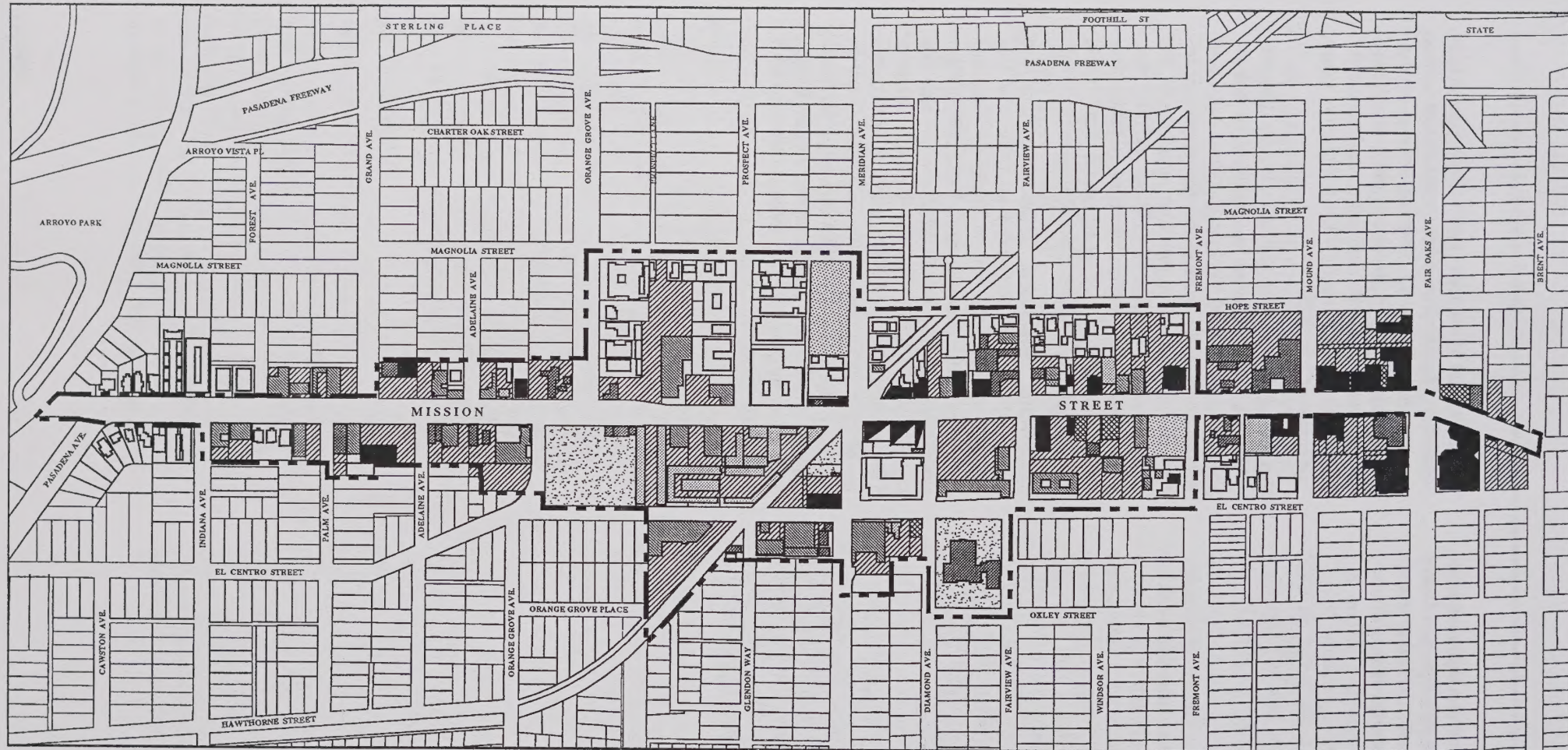
Wastewater

Sewer Lines. Figure 8 shows the existing wastewater system serving the Specific Plan Area. All lots have access to sewer lines. South Pasadena's wastewater system discharges wastewater into the Los Angeles County Sanita-

tion Districts' West Side Trunk Sewer, which is located in Mission Street between Orange Grove Avenue and Diamond Avenue. This 24-inch diameter trunk sewer line has a peak capacity of 8.4 million gallons per day (mgd) and conveyed a peak flow of 3.2 mgd (37% of capacity) when last measured in 1993.

According to the City's Public Works Department, the sewer system is adequate to handle the current needs of the Specific Plan Area and should be capable of handling the proposed future development. A previous analysis of the overall system concluded that the existing system could sustain a population of 30,000, along with intensification of commercial land uses, including development in the Specific Plan Area.

Wastewater Treatment. Wastewater from the Specific Plan Area is treated at either the Los Angeles County Sanitation Districts' Whittier Narrows Water Reclamation Plant (WRP) located near the City of El Monte or at the Los Coyotes WRP located in the City of Cerritos. The Whittier Narrows WRP has a design capacity of 15 mgd and currently processes an average flow of 11.8 mgd (78% of capacity). The Los Coyotes WRP has a design capacity of 37.5 mgd and currently processes an average flow of 33.8 mgd (90% of capacity).



Prepared by Patricia Smith, ASLA

 Parking

 Retail/Food Beverage

 Service

 Office

 Light Industry/
Storage

 Housing

 Vacant Lot

 Open
Space

 Vacant
Building

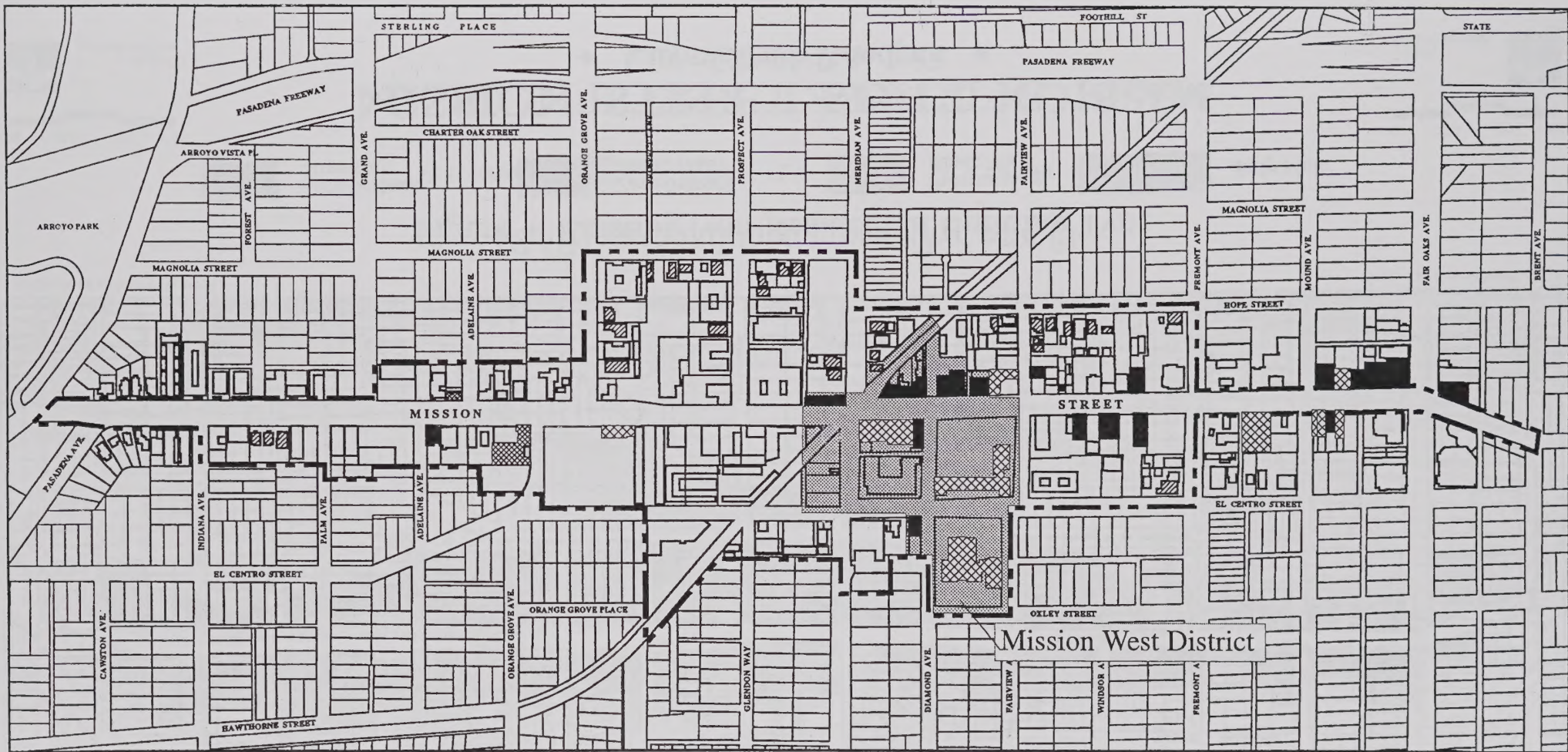
Figure 2 Existing Land Use

MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆

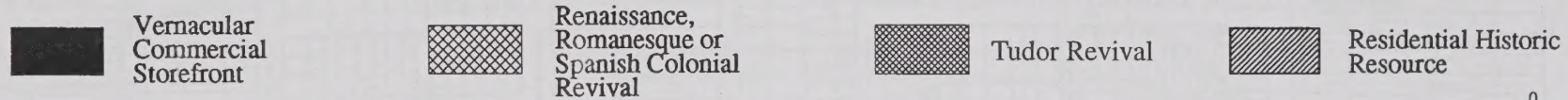
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7-13-94
4-20-95 Revised



Prepared by Patricia Smith, ASLA
Source: Heumann Associates

Figure 3 Architectural Style of Historic Resources



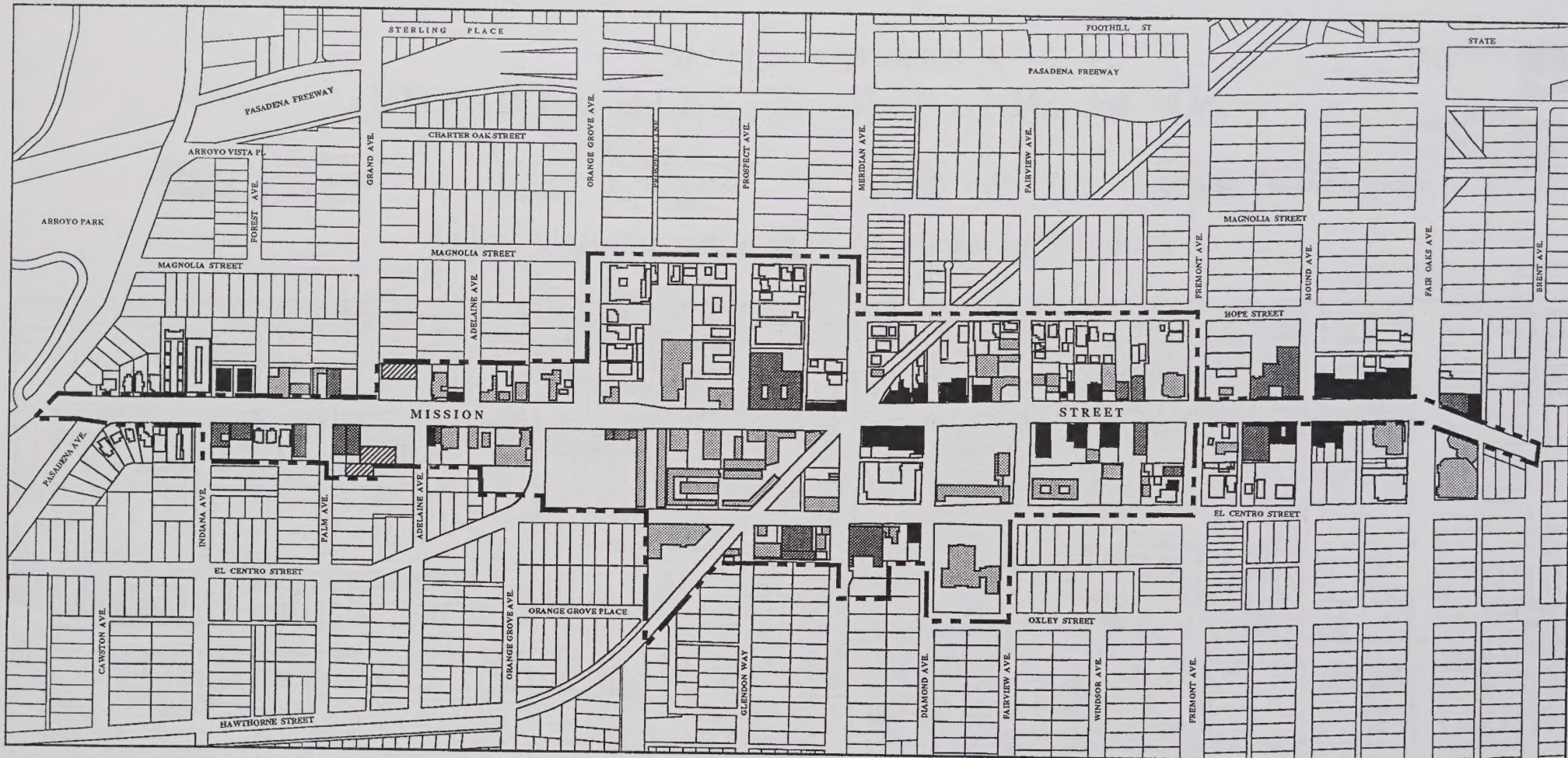
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◆ City of South Pasadena ◆

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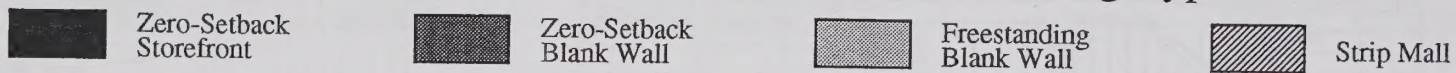
7-13-94
4-20-95 Revised





Prepared by Patricia Smith, ASLA

Figure 4 Existing Non-Residential Building Type

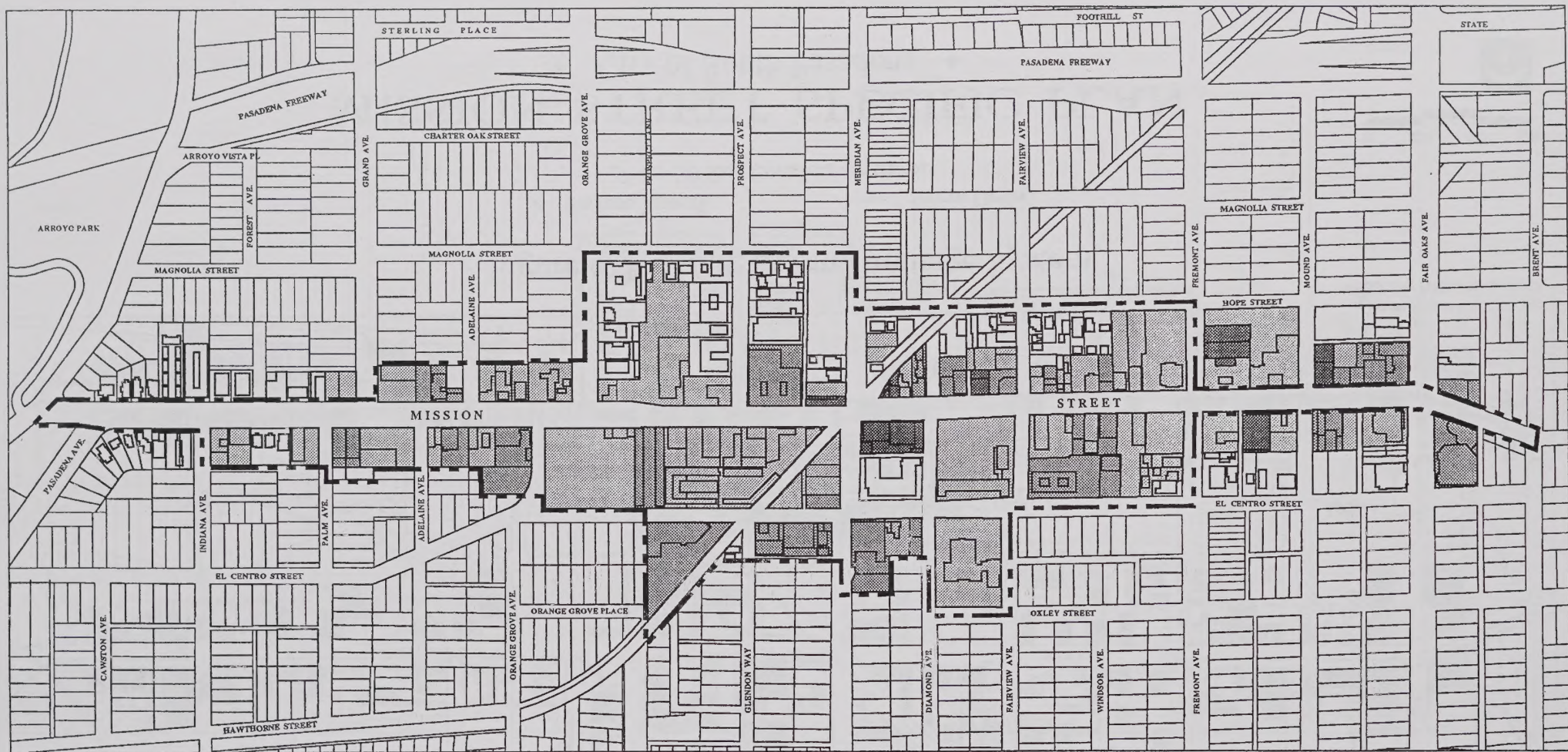


MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆

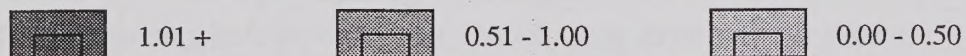
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Prepared by Patricia Smith, ASLA

Figure 5 Development Intensity (FAR)



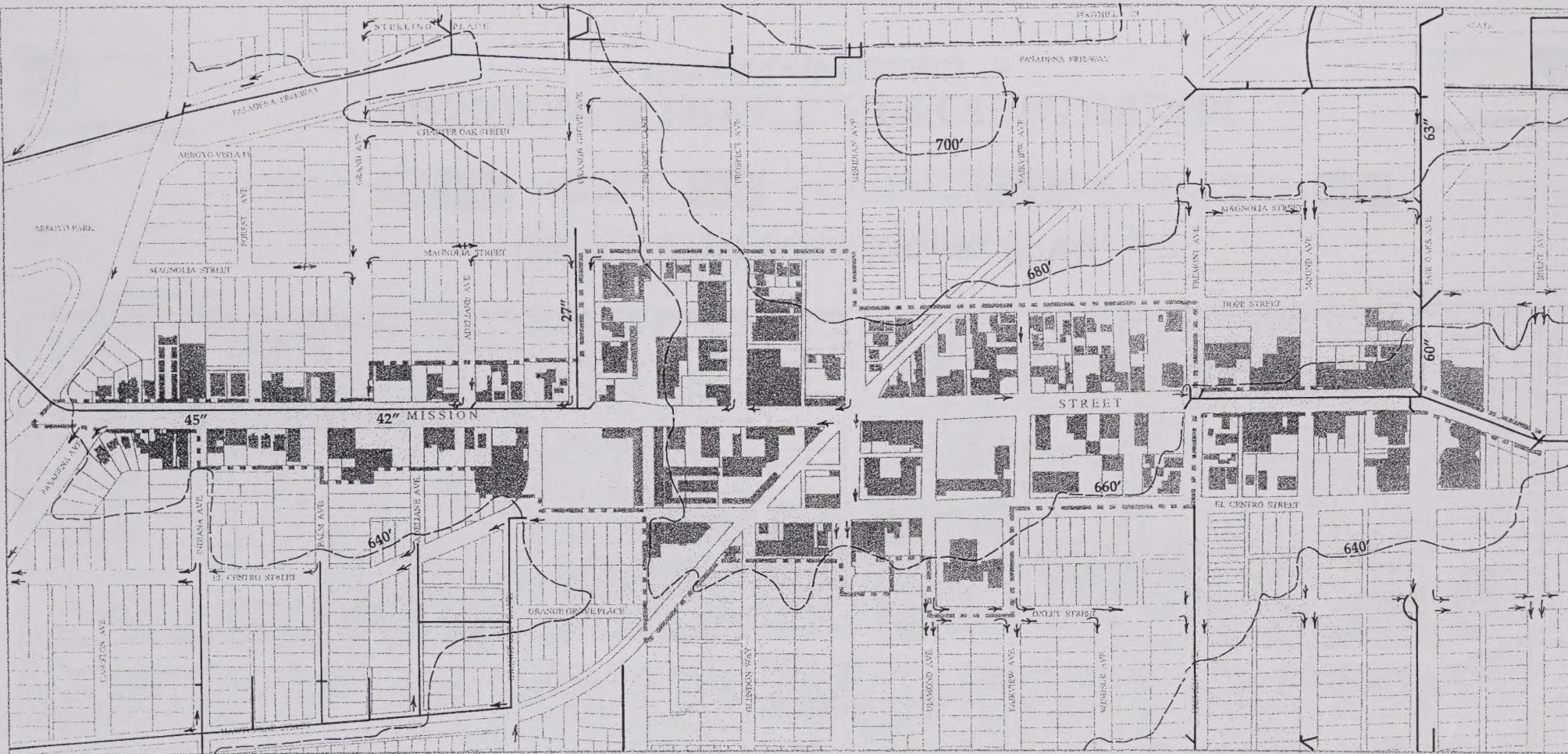
MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆

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7-13-94
4-20-95 Revised





Prepared by Patricia Smith, ASLA

Figure 6 Existing Storm Drainage System

✧ Surface Runoff — Storm Drain

Note: 20-foot Contours are shown.

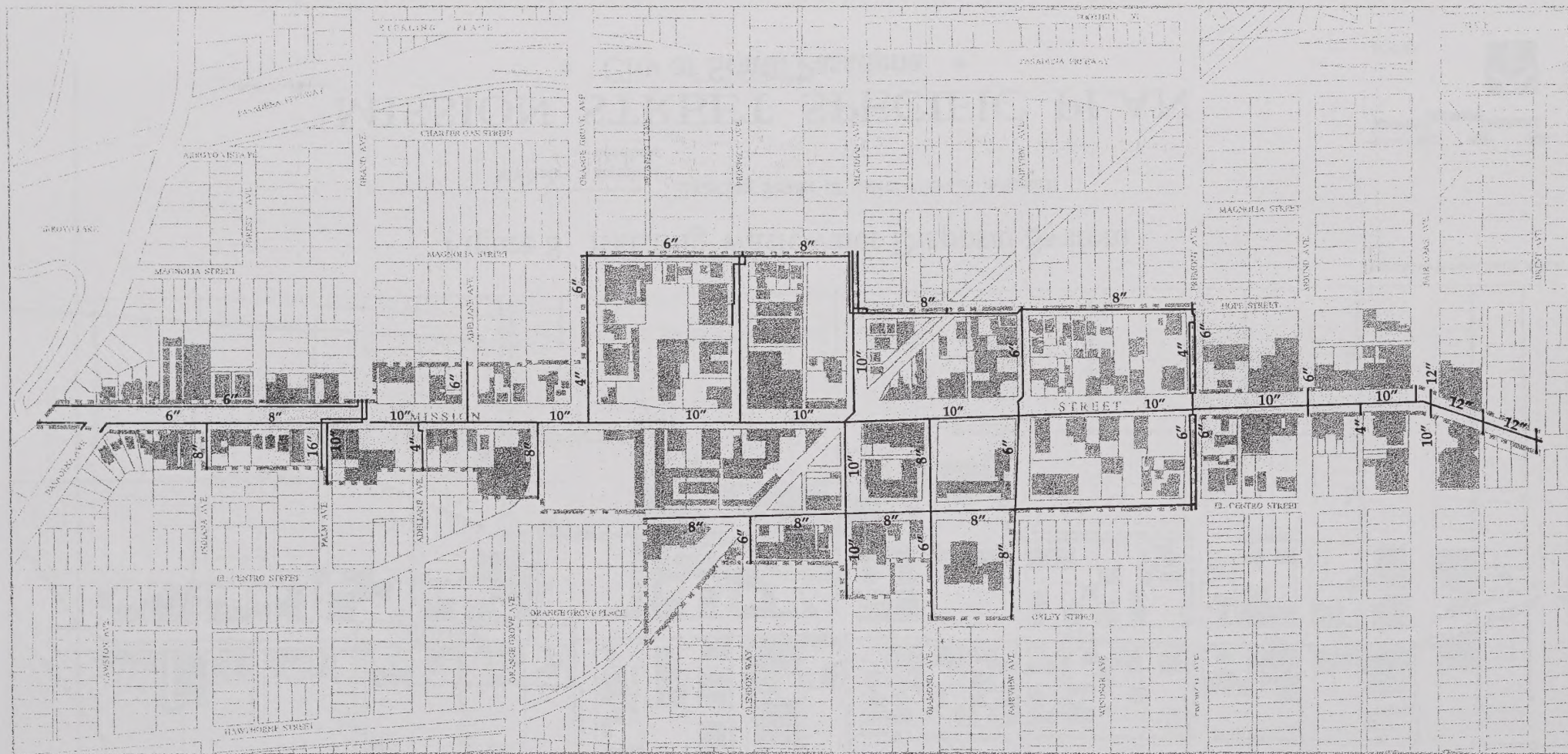
MISSION STREET SPECIFIC PLAN

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Prepared by Patricia Smith, ASLA

Figure 7 Existing Water Supply System

—— Existing Water Supply Line

Note: Water supply lines within the Specific Plan Area only are shown.

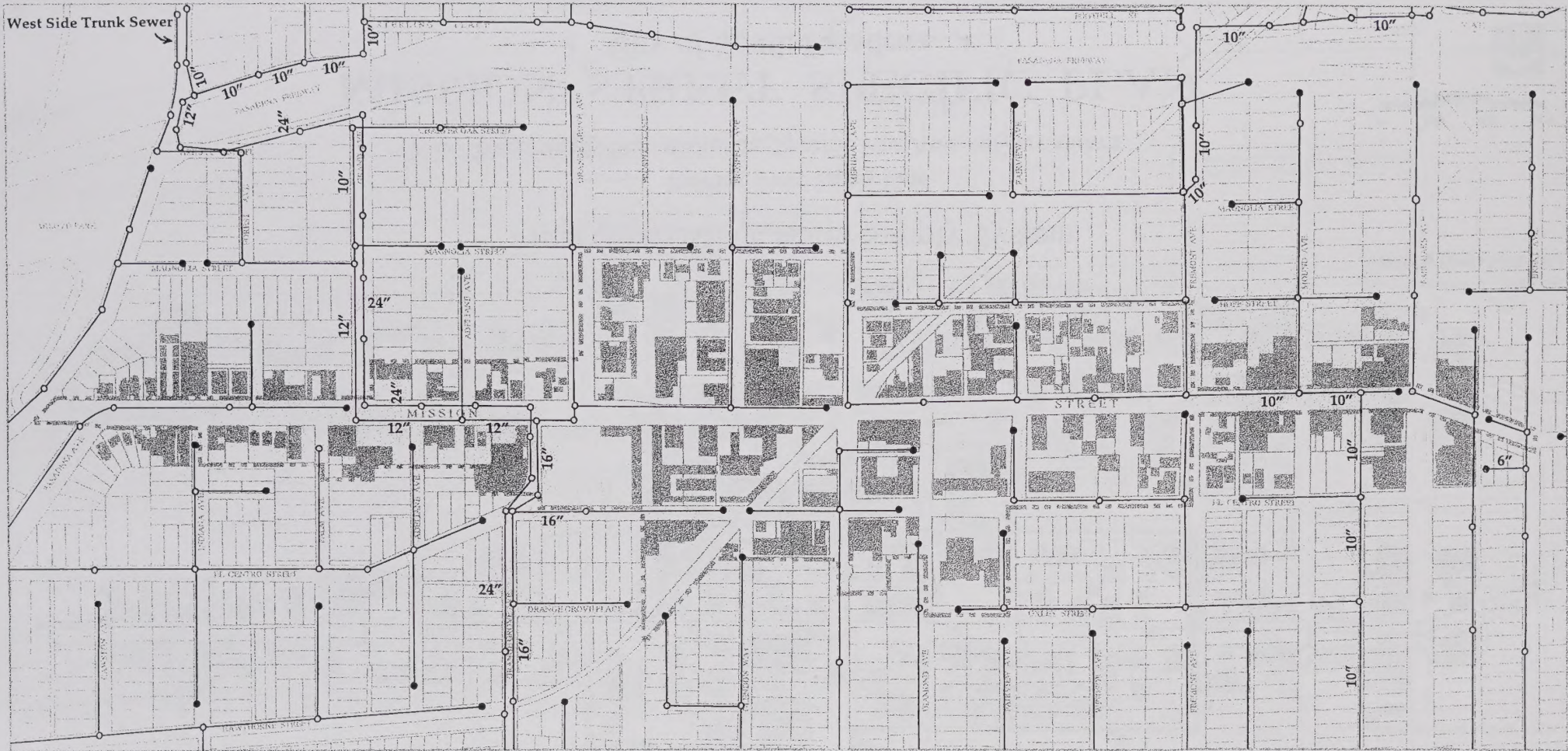
MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆

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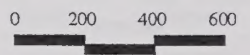
Prepared by Patricia Smith, ASLA

Figure 8 Existing Wastewater Disposal System

 Existing Sewer (8" unless otherwise indicated)
 Terminal Manhole

MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆



4-20-95

3.0 VISION

WHAT MISSION STREET WILL BE LIKE IN 15 OR 20 YEARS?

In many ways Mission Street will be much the same in 15 or 20 years as it is today. It still will have small-scale buildings and businesses and a small-town atmosphere. However, if the merchants, residents and City successfully implement the Specific Plan, it will also have the following, primarily in the Core Area between Fremont and Prospect Avenues:

- More two- and three-story storefront buildings that form a continuous shopping street in the Core Area;
- More renovated historic buildings;
- More small stores selling specialty and convenience goods;
- More local services;
- More restaurants that serve a variety of cuisine at a range of prices and open and spill onto the sidewalks;
- Attractive pedestrian-oriented business signs, awnings, flower boxes and pots, building lights, and seasonal banners that spruce up and enliven the shops and buildings;
- Mixed-use buildings, i.e., housing over retail, artists' lofts and other live/work space;
- Professional office uses in some of the historic bungalows north of Mission Street and office and "cottage industry" south of Mission Street and in the West Area;
- Historic street lights and other streetscape improvements, such as more street trees, special paving, seating, trash receptacles, and possibly a gateway element that make the street more comfortable, functional and fun place to spend time;
- More parking, centralized and/or located behind the storefronts, will be available. It will be shared by the Blue Line station, which will experience peak demand on weekdays,

and the Mission Street shopping district which, with more restaurants and related retail activity, will experience peak demand on weekends and evenings.

The building elevations on the first two pages of Figure 9 shown what the Core Area building facades along Mission Street look like today. The next two pages suggest what they might look like in the future.

Figure 10 is a bird's eye view of the Core Area in the future, showing the relative scale of existing and new buildings (new buildings are shaded).

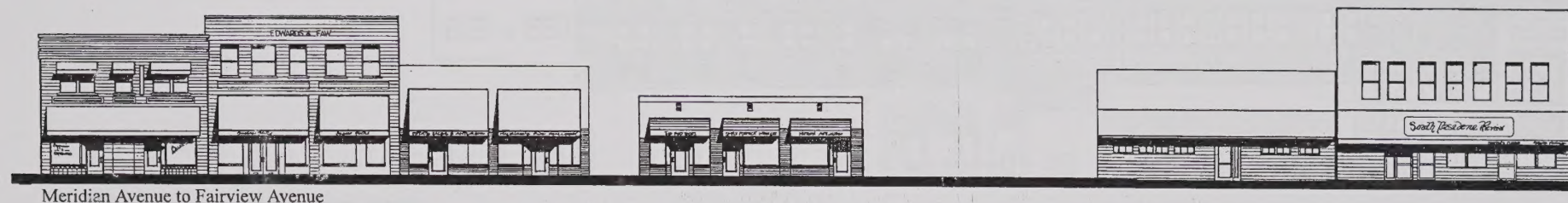
Specific Plan Objectives

In order to achieve this vision, the following objectives have been identified for the Specific Plan Area:

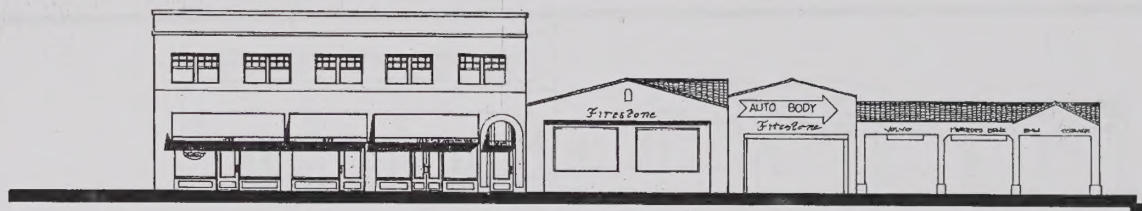
- Re-establish Mission Street as the historic downtown of South Pasadena.
- Preserve, renovate and re-use Historic Resources.
- Develop the Core Area (Mission Street from Fremont Avenue to Prospect Avenue) as a continuous pedestrian-oriented shopping street, i.e., fill in the gaps between buildings, convert all to storefronts, change all ground-floor uses primarily to retail (specialty and transit-serving) and restaurants and secondarily to services.
- Encourage a mix of restaurants, specialty retail, and convenience retail and service uses which can share Blue Line station parking.
- Provide adequate parking for shopping district and Blue Line patrons.
- Develop the West Area (Mission Street from Arroyo Avenue to Prospect Avenue) as a professional office and mixed-use corridor with convenience retail nodes.
- Establish a unifying streetscape character along the length of commercial Mission Street from Arroyo Avenue on the west to Fair Oaks Avenue on the east.



East of Meridian Avenue



Meridian Avenue to Fairview Avenue



Fairview Avenue to Fremont Avenue



Figure 9 Existing Mission Street Elevations: North Side



Fremont Avenue to Fairview Avenue



Fairview Avenue to Diamond Avenue



Diamond Avenue to Meridian Avenue

Figure 9 (Page 2) Existing Mission Street Elevations: South Side

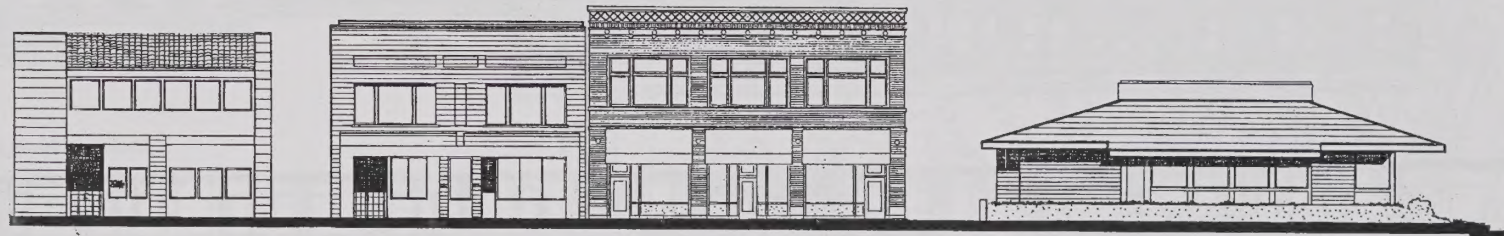
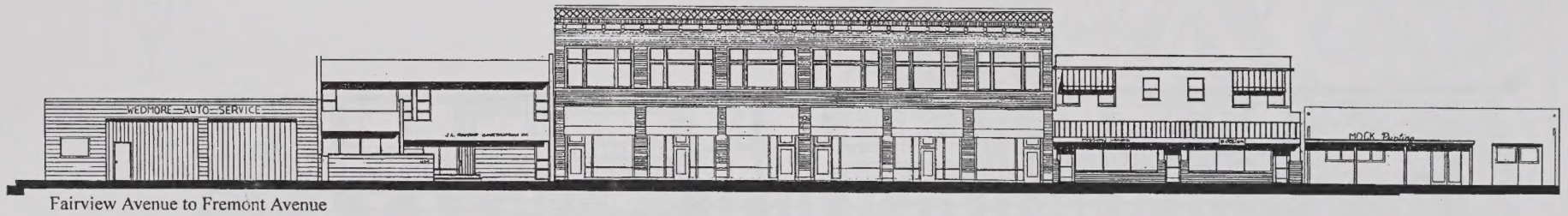
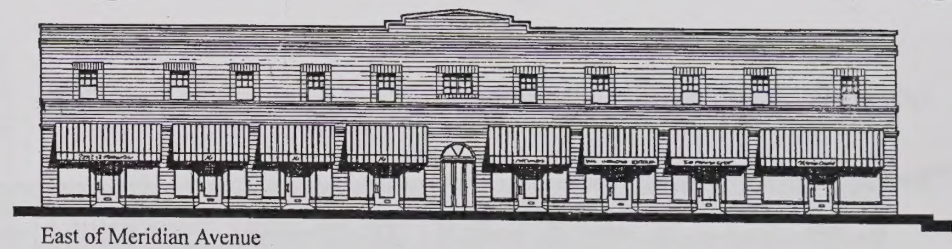


Figure 9 (Page 3) Illustrative Future Mission Street Elevations: North Side



Fremont Avenue to Fairview Avenue



Fairview Avenue to Diamond Avenue



Diamond Avenue to Meridian Avenue

Figure 9 (Page 4) Illustrative Future Mission Street Elevations: South Side

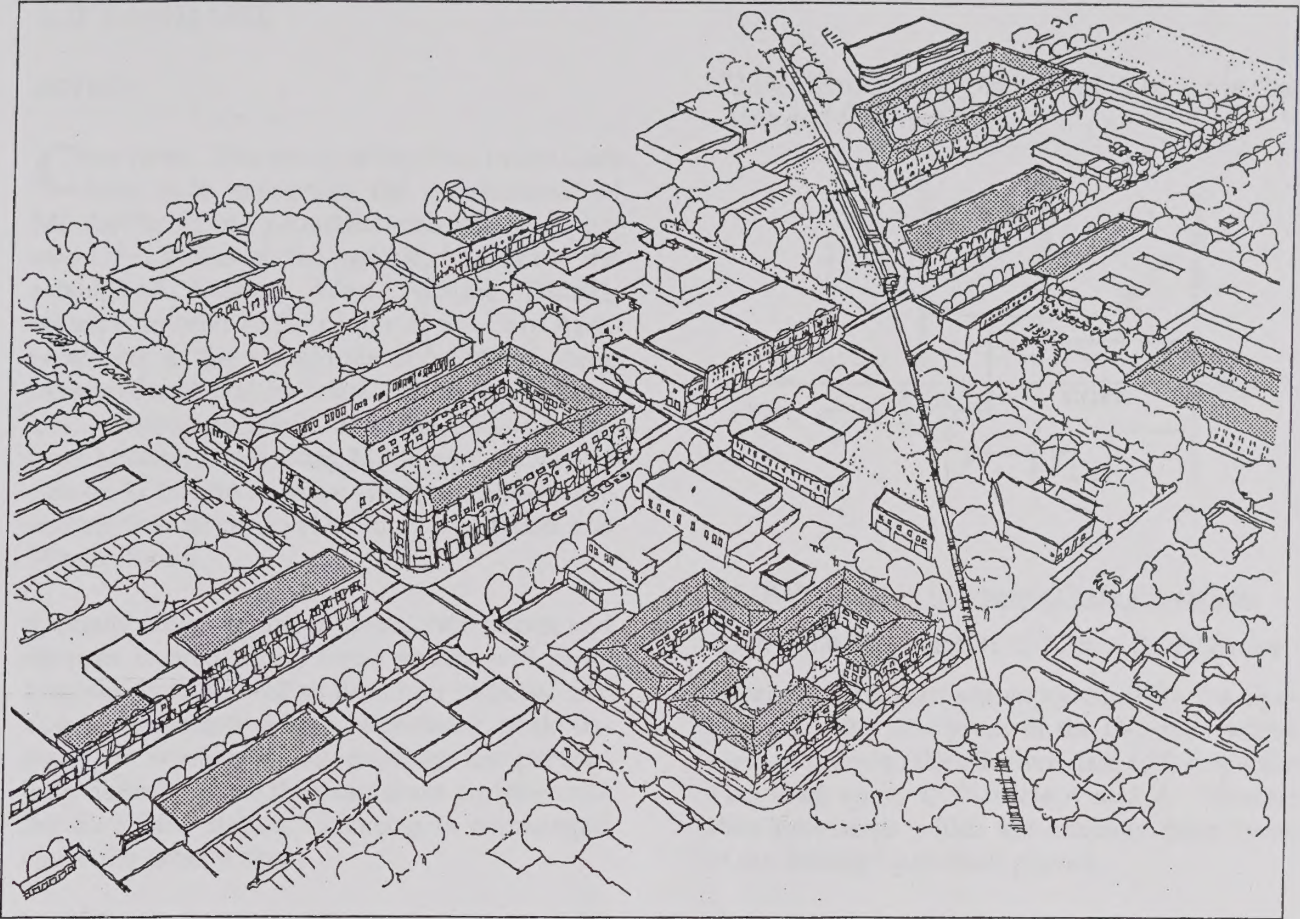
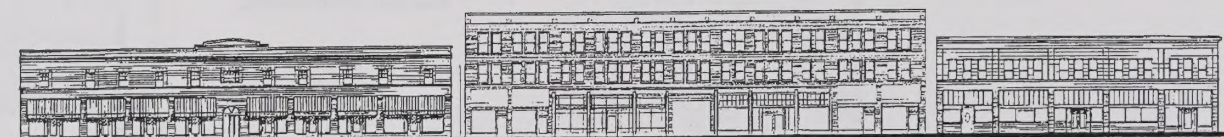


Figure 10 Looking southwest at the Mission Street Specific Plan Area, as it might look in 15 or 20 years. The roofs of new buildings are shaded.



Part 2 Specific Plan Regulations

4.0 LAND USE

INTENT

Core Area. The intent of the Plan in the Core Area is to encourage the development of Mission Street as a pedestrian-oriented shopping street that builds on the historic character of the established Mission West Historic District, which is located at the center of the Core Area. New uses in the storefronts of buildings along Mission Street will be retail, restaurants or services. Storefront retail may also extend south from Mission Street along Meridian Avenue and east on El Centro Avenue Diamond Street, connecting the library to the Blue Line Station and Mission Street.

Specialty and convenience retail, restaurants and services located along these streets will serve local residents as well as Blue Line patrons. Sit-down restaurants which experience peak demand on weekends and evenings are particularly desirable since they can share parking with the Blue Line station. Housing is encouraged above the ground floor.

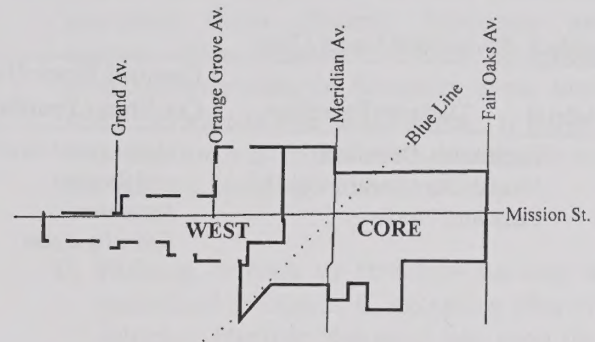
Multi-family housing will be located to the north and office and cottage industry to the south.

West Area. Future land uses in the West Area will be much the same as today. Convenience retail or services will be located at Mission Street's intersections with Grand Avenue and with Orange Grove Avenue. Housing will be located west of Forest Avenue on the north side of Mission Street, with professional offices, which may have housing above, along the remainder of Mission Street. The plan encourages infill development in the Core Area first. The Specific Plan can be revised in the future to accommodate additional development in the West Area, once the Core Area is built out.

REGULATIONS

Figure 11 shows the locations of five land use and development districts in the Specific Plan Area. The first three districts (A, B and C) apply to privately owned parcels. The other two (D and E) apply to City-owned land.

These districts apply to parcels in both the Core Area and the West Area.



4.1 Relationship to Zoning Code Provisions

4.1.1. District A and B: C-1 Zone Regulations

Except where they are superseded by the Specific Plan, the provisions of the C-1 zone which were in place on the effective date of the Specific Plan shall apply to Districts A and B. Specific Plan provisions which are different from those of the Zoning Code shall prevail.

4.1.2 District C: R-3 Zone Regulations

Except where they are superseded by the Specific Plan, the provisions of the R-3 zone which were in place on the effective date of the Specific Plan shall apply to District C. Specific Plan provisions which are different from those of the Zoning Code shall take precedence.

4.1.3 District C-2: R-2 Zone Regulations

Except where they are superseded by the Specific Plan, the provisions of the R-2 zone which were in place on the effective date of the Specific Plan shall apply to District C-2, which includes only those properties at 700 and 704 Prospect Avenue and 909 and 913 Magnolia Street. Specific Plan provisions which are different from those of the Zoning Code shall take precedence.

4.2 Permitted Uses by District

Permitted uses in each district are defined below and summarized in Table 5. Permitted uses are described in terms of general categories. Those categories, which are *italicized* in the text, are defined in Table 6.

4.2.1 District A

A. Intent. District A includes the shopping district in the Core Area and convenience retail nodes in the West Area. District A is in-

tended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks and housing and offices above, and in some cases, behind the storefronts.

Table 5 Permitted Land Uses

District	District Function	Ground Floor Uses On Street Frontages	Other Uses ¹
A	Pedestrian-Oriented Mixed-Use/Commercial Core and Nodes	Convenience Retail and Services Restaurants Specialty Retail	Live/Work Space Housing units Hotel or Bed & Breakfast Inn with up to 16 rooms Offices Studios (art, dance, music, yoga, exercise) Cottage Industry in Live/Work Space Extensions of ground floor uses
B	Complementary Use Areas	Office Cottage Industry Live/Work Space Housing units	Office Cottage Industry Live/Work Space Housing units
C	Transitional Edges	NA Professional Office or Bed & Breakfast Inn in renovated Historic Resources or in new buildings of a similar style or size Multi-family housing or parking	Same uses permitted on all floors
C-2	Transitional Edge 700,704 Prospect Avenue; 909, 913 Magnolia Street	Professional Office or Bed & Breakfast Inn in renovated Historic Resources or in new buildings of a similar style or size Two-Family housing or parking	Same uses permitted on all floors
D	Community Services	NA Publicly owned facilities that primar- ily provide services to residents	Same uses permitted on all floors
E	Open Space	NA Publicly owned facilities that primar- ily provide services to residents	Same uses permitted on all floors

¹ For some uses a Conditional Use permit is required; see page 34.

B. Ground Floor Uses. The following *Pedestrian-Oriented Uses* must be located in the ground floor of a building within 20 feet of a property line that abuts Mission Street and may be located on the remainder of the ground floor provided that access is provided through the floor space located along the street frontage:

1. Core Area. *Specialty or Convenience Retail*, restaurant, or *Convenience Service* uses.

These uses may also be located on the ground floors of buildings along Meridian and Diamond Avenues between Mission and El Centro Streets and on Fremont Avenue between Hope and El Centro Streets.

2. West Area. *Convenience Retail, Convenience Service* uses or restaurants.

Ground floor uses may extend behind the street frontage and to the second floor provided that access is provided through the ground floor area along the street frontage. Figure 12 shows where *Pedestrian-Oriented Uses* are required and permitted along the street frontage.

4.2.2 District B

District B includes sections of the Core Area south of Mission Street and sections of Mission Street in the West Area that are not located in the shopping core or nodes. The intent of District B is to encourage uses that provide residents and employees within walking distance of the shopping core or nodes and within proximity to the Blue Line station and to establish a place for small-scale artisans and other *Cottage Industries* that serve both local residents and the broader specialty market.

4.2.3 District C

A. Intent. District C includes the Core Area north of Mission Street which contains a large number of historic residences. The intent of District C is to encourage renovation and permit commercial re-use of historic residences and the provision of additional housing that will place residents within walking distance of the Blue Line Station, to permit parking to serve the nearby commercial uses and Blue Line station, and to provide a buffer between the more intensive commercial uses and adjacent residential neighborhoods.

B. Commercial Use of Renovated Historic Resources. Any residential building which is a Historic Resource may be occupied by a professional office or offices of any size, provided that the building is renovated in accordance with the Secretary of the Interior's Standards and Guidelines. Additions to Historic Resources that are commercially used are permitted, provided they are made in accordance with the Secretary of the Interior's Standards and Guidelines.

C. Multi-family Housing. Multi-family housing is permitted in District C, except on sites on which a Historic Resource has been demolished. Multi-family housing is permitted on sites occupied by Historic Resources provided those Historic Resources are moved within District C and are renovated in accordance with the Secretary of the Interior's Standards and Guidelines. If a Historic Resource is demolished, it must be replaced by a building of lesser density.

D. Parking. Surface or structure parking is permitted in District C, except on sites on which a Historic Resource has been demolished. Parking is permitted on sites occupied by Historic Resources provided those Historic Resources are moved within District C and are renovated in accordance with the Secretary of the Interior's Standards and Guidelines.

Table 6 Definitions of Use Categories

Bed and Breakfast Inn. As defined by Zoning Code.

Convenience Retail. Retail sales of goods purchased on a regular basis which shoppers typically purchase in convenient locations near home or work or en route to other destinations and which, if located within walking distance of a commuter transit station, can be purchased en route to or from the train, including the following:

- Bakery or confectionery shop
- Bicycle store
- Book or stationary store
- Computer or computer supply store
- Florist or small nursery
- Food/grocery store, including produce, cheese, meat, wine, delicatessen, health food
- Camera or photography supply store
- Greeting cards
- Hardware
- Musical instruments including instruction and repairs
- Newsstand
- Pets
- Sporting goods
- Toys
- Video sales
- Other similar retail items as determined by the Community Development Director.

Convenience Services. Services used on a regular basis in convenient locations near home or work or en route to other destinations, which generate foot traffic and taxable sales and provide interesting window displays and which, if located within walking distance of a commuter transit station, can be used en route to or from the train, including the following:

- Barber, beautician or cosmetologist;
- Child care facility;
- Copying;
- Custom dressmaking or millinery
- Dry cleaning
- Financial services as limited by Chapter 5
- Laundry or self-service Laundromat
- Locksmith
- Interior decorator or designer
- Optician
- Photographer
- Shoe repair
- Tailor
- Travel agency
- Video rentals
- Other similar services as determined by the Community Development Director.

Cottage Industry. Small-scale artisans' workshops or studios, together with ancillary showrooms or galleries, which are located in enclosed buildings, do not involve the use of toxic or hazardous materials, and do not increase the sound level at any residence by more than 2 CNEL. Permitted uses including manufacture of and service to the following:

- Ceramic products using only previously pulverized clay and kilns fired by electricity or low gas
- Furniture
- Glass and glazing
- Jewelry

Ornamental iron work

Signs

Textiles

Florist or Floral Design

Other similar uses as determined by the Community Development Director.

Permitted services include the following:

Book binding

Catering

Printing or publishing

Upholstering

Welding

Other similar services as determined by the Community Development Director.

Financial Services. Services including but not limited to those typically offered by banks, savings and loans, thrift associations, credit unions, brokerage firms, real estate offices, insurance companies, escrow offices, title insurance companies and financial advisors, but excluding automatic teller devices.

Live/Work Space. A habitable space which combines both a work or commercial area which is permitted in the District in which it is located, e.g., art studio/gallery or Cottage Industry, with a residence. Live/Work Space may be located on any combination of floors in a mixed-use building, e.g., the art gallery and studio may be on the first floor with the living space on the second; the studio may be on the second floor with the living space on the third; or both may be on the same floor, except that the living space may not be located on the ground floor within 20 feet of the building frontage. Live/Work Space on the second or third floor of a building is a residential use for the purposes of this Specific Plan; Live/Work Space on the first floor is a commercial use.

Pedestrian-Oriented Uses. Uses that draw a relatively high volume of customers and create interest along the street, including but not limited to restaurants, Specialty Retail, Convenience Retail and Convenience Services.

Specialty or "Destination" Retail. Retail sales of goods not purchased on a regular basis which buyers often make special trips and travel greater distances purchase than they would for convenience retail items. Specialty Retail includes the following:

Antiques

Art gallery

Art supplies

Candy

Crafts

Clothing boutiques, such as women's, men's or children's clothing, millinery or haberdashery, either new or used

Equestrian equipment

Jewelry

Gifts

Other similar retail items as determined by the Community Development Director.

4.3 Conditional Uses

The following uses are permitted, subject to the specified limitations, provided a conditional use permit is obtained:

4.3.1 District A

- A. Bars in conjunction with and within restaurants. A bar shall not comprise more than 20% of a restaurant's total floor area.
- B. Live entertainment in restaurants, studios or other establishments.
- C. Financial Services in ground floor storefront space, provided each Financial Service occupies not more than two storefront bay and there are not more than two storefront bays occupied by Financial Services per Block Face, except where the Block Face exceeds 300 feet in length, in which case one additional Financial Service is permitted for each additional 150 feet of street frontage.
- D. Studios, including art, dance, music, yoga, exercise and similar uses, and Cottage Industry uses are permitted behind the storefront space or on second floors.
- E. Automobile repair uses, excluding painting or body work, on parcels which do not abut Mission Street, provided such uses are located within or behind a storefront building that meets the standards and guidelines in this Specific Plan.
- F. Service stations (as defined in Section 36.162 of the Zoning Code) in the West Area.

4.3.2 District B. Restaurants/Cafes at 806, 808, and 810 Meridian Avenue.

Sidewalk Dining is prohibited in front of or adjacent to the properties at 806, 808, and 810 Meridian Avenue.

4.3.3 District C

Nursing and convalescent homes or hospitals are not encouraged because they do not add potential transit users. However, they are permitted with a conditional use permit, on a Bonus Site on which additional parking is provided as specified in Chapter 6 and on which the Applicant agrees to allow the City to build up to one additional level of public parking.

4.4 Prohibited Facilities and Uses

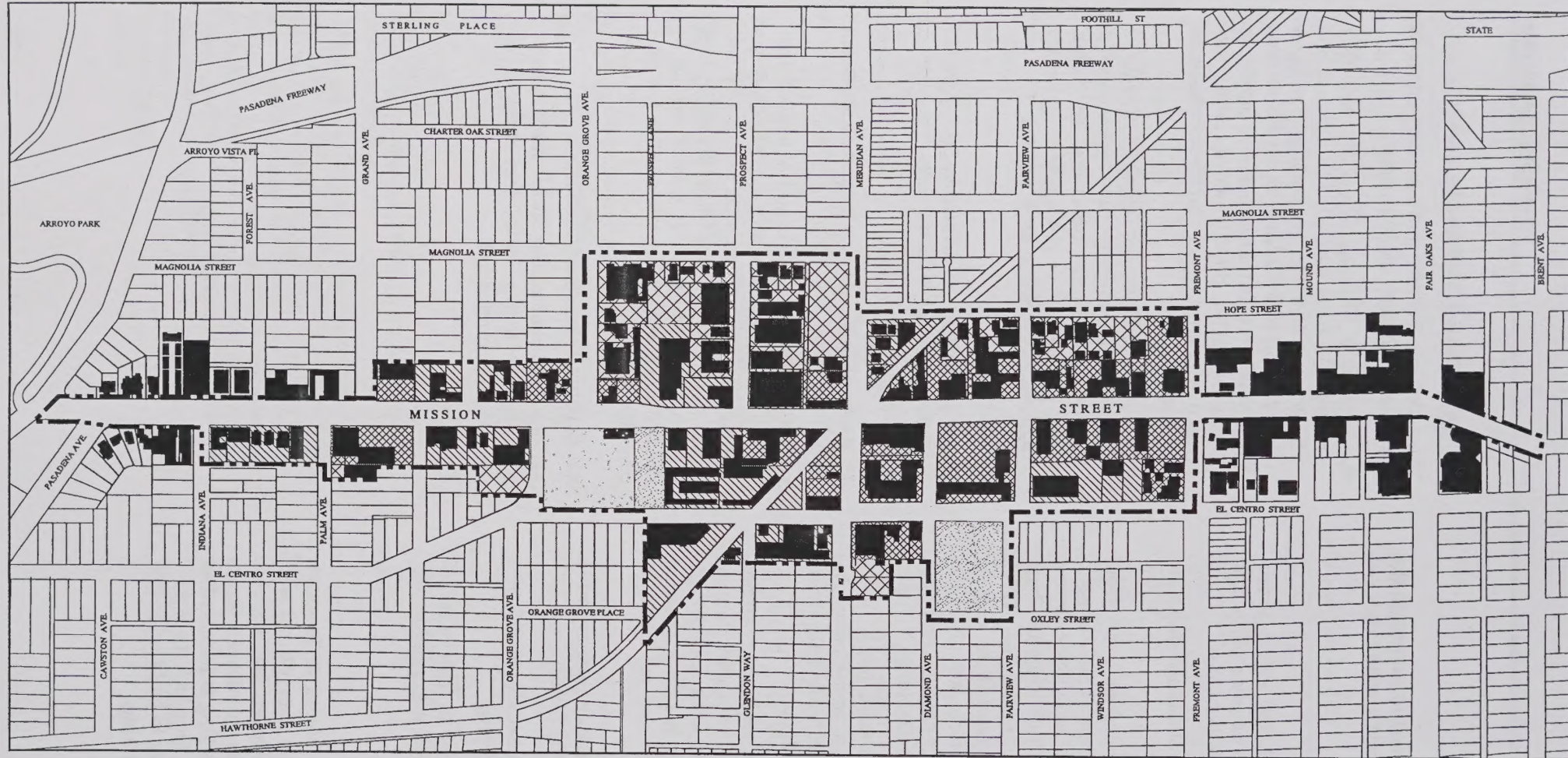
The following facilities and uses are expressly prohibited in the Specific Plan Area:

- A. Drive-In or -Through Facilities, including restaurants, food stores, banks, cleaners and the like. A Drive-In or -Through Facility is any portion of a building or structure from which business is transacted, or is capable of being transacted, directly with a customer located in a motor vehicle during such business transaction.
- B. Walk-up windows, i.e., openings in walls or display windows of the front facade through which food or other items may be passed. This provision does not apply to automatic teller machines which are permitted.
- C. Billboards
- D. Service stations (as defined in Section 36.162 of the Zoning Code) in the Core Area.
- E. Car washes of any kind.
- F. Automobile repair uses on parcels that abut Mission Street.

With respect to the termination of nonconforming uses only (and not with respect to other site and building characteristics) as required by Section 36.803.1 of the Zoning Code, discontinuance of such use for a period of 6 months shall be deemed to constitute abandonment in the Specific Plan Area.

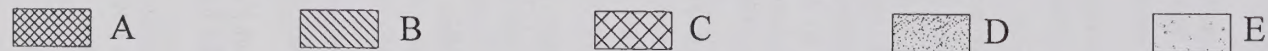
4.5 Existing Non-Conforming Uses

Existing non-conforming uses may remain. However, when they leave, they must be replaced by a permitted use.



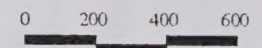
Prepared by Patricia Smith, ASLA

Figure 11 Land Use and Development Districts

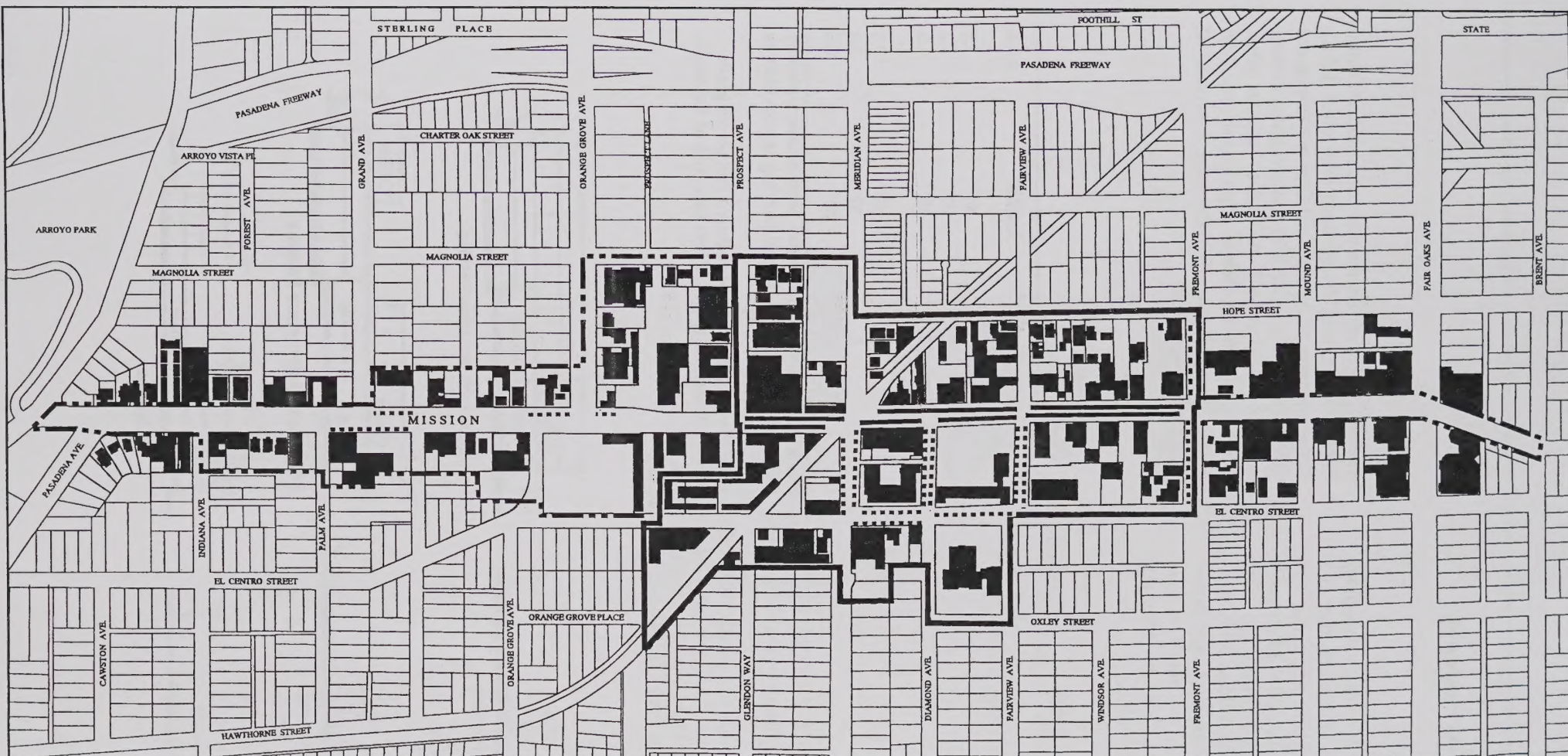


MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆



4-20-95
Revised 2/1/00



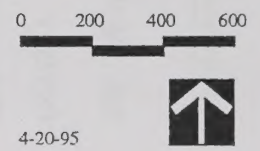
Prepared by Patricia Smith, ASLA

Figure 12 Location of Pedestrian-Oriented Uses

- Core Area
- West Area
- Required Pedestrian-Oriented Uses
- Permitted Pedestrian-Oriented Uses

MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆



4-20-95

5.0 DEVELOPMENT INTENSITY

INTENT

The intent of the Specific Plan is to encourage new development that enhances the economic vitality of the area and is compatible with its historic character. The Core Area historically included two- and three-story buildings. The Plan encourages two-story buildings with office or housing over retail on all sites, and three-story buildings with housing over retail on large sites on which additional parking and adequate on-site open space can be provided.

REGULATIONS

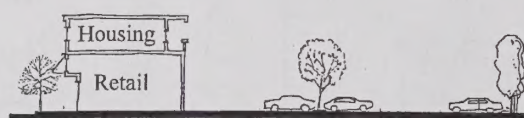
Table 7 identifies the maximum permitted number of stories, height and floor area ratio (FAR). Cross sections of typical building envelopes are illustrated below. The first column shows lower intensity development, typical of smaller sites. The second column shows what is permitted on Bonus Sites. Figure 13 shows the locations of potential Bonus Sites.

Table 7 Permitted Number of Stories, Height and FAR

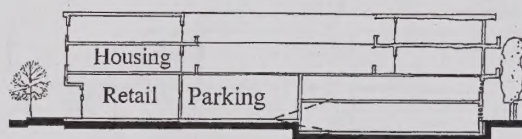
	<u>Stories^b</u>	<u>Height</u>	<u>FAR</u>
Bonus Sites ^a with extra public parking:			
Mixed use	3	40' ^c	1.5
Commercial	2	32' ^c	1.2
Residential	3	35' ^d	1.5
Other Development Sites:			
Mixed use	2	32' ^c	0.8
Commercial	2	32' ^c	0.6
Residential	2	32'	0.5

- a Bonus Sites are Parcels located in the Core Area that are at least 140 feet by 140 feet in size, were not occupied by a Historic Resource on the effective date of the Specific Plan and for which additional parking is provided as specified in 6.2.2.F.
- b A level of parking located beneath a residential building is one story if it extends more than 5 feet above grade.
- c A central pediment may exceed the permitted height by 5 feet provided its length is less than 1/3 of the building's length. 8.1.2 describes these exceptions in greater detail.
- d An unoccupied roof of up to five additional feet is permitted.

Mixed Use

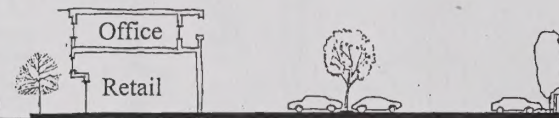


2 Stories with Surface Parking

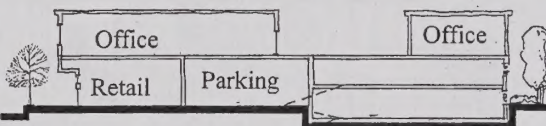


3 Stories with Structure Parking

Commercial Development

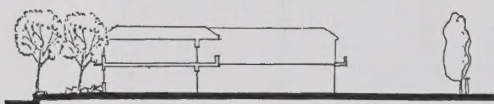


2 Stories with Surface Parking

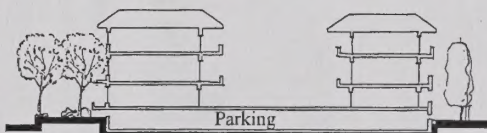


2 Stories with Structure Parking

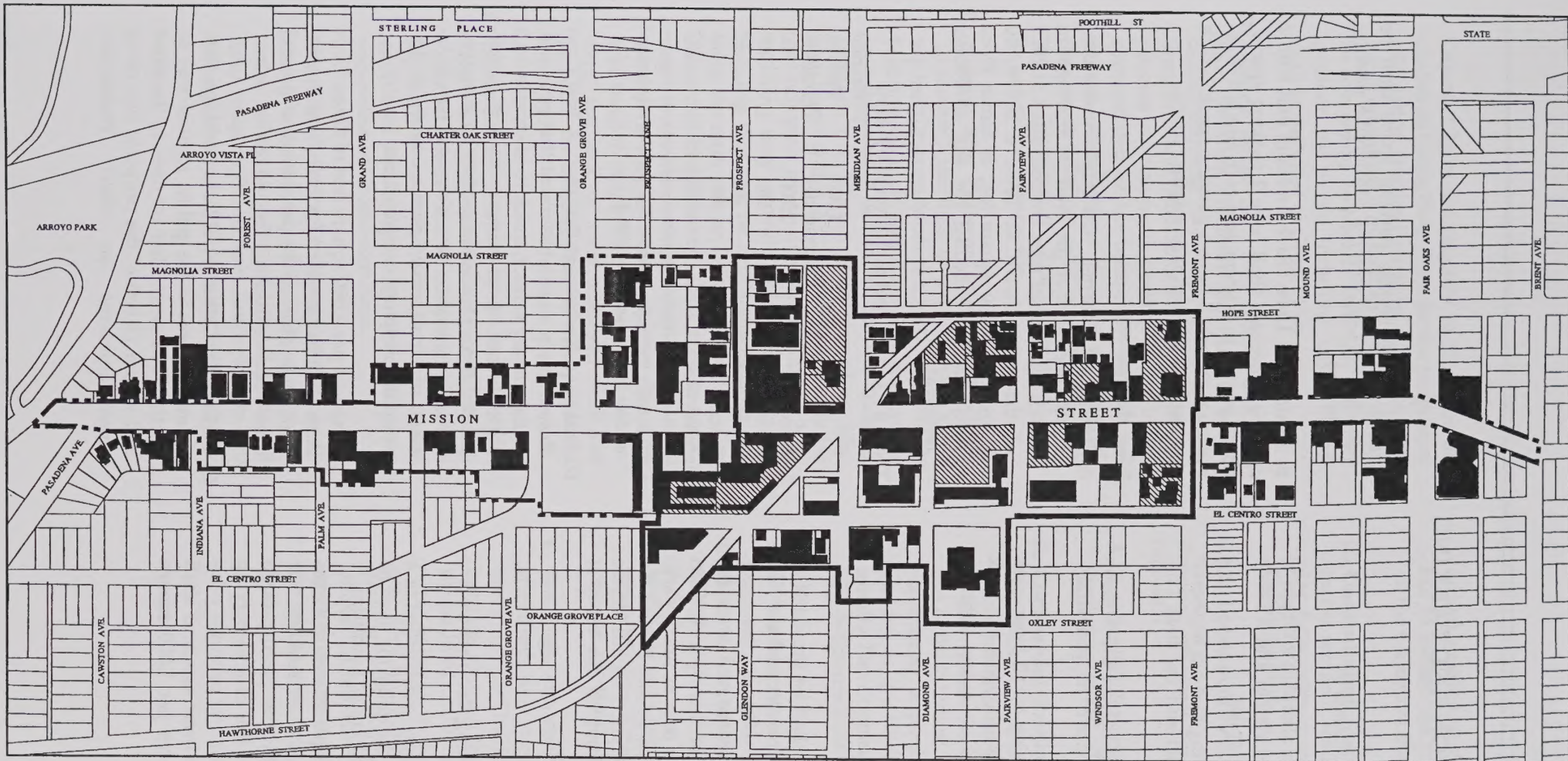
Housing



1-2 Stories

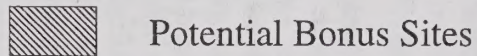
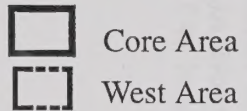


3 Stories



Prepared by Patricia Smith, ASLA

Figure 13 Potential Bonus Sites



MISSION STREET SPECIFIC PLAN

◆ City of South Pasadena ◆

0 200 400 600



4-20-95

6.0 TRANSPORTATION AND PARKING

INTENT

The intent of the Specific Plan is to:

- Encourage and provide alternative means of access to the Blue Line station and Mission Street other than automobiles.
- Provide adequate parking that can be shared by the shopping district and the Blue Line Station.
- Centralize that parking behind the Mission Street frontage to maintain its pedestrian-oriented character.
- Encourage shared parking by all businesses in the Core Area (so that shoppers can park in one location and visit many different businesses).

REGULATIONS

6.1 West Area

In the West Area, parking shall be provided in accordance with the requirements of the C-1 District zone, except that Historic Resources which are renovated in accordance with the standards and guidelines in this Specific Plan shall be required to provide only as much parking as can be accommodated on site behind the Historic Resources. In addition, 1 secure bicycle parking space shall be provided for every 4 automobile parking spaces.

6.2 Core Area

6.2.1 Basic Off-Street Parking Requirements

A. Commercial Uses. For new construction or a change of use or tenant, the following shall be provided, except as noted under *Exceptions*:

1. 4 spaces per 1,000 square feet of Gross Floor Area or the amount required for general retail uses by the Zoning Code (whichever is less). If a central parking facility or facilities for 150 or more vehicles is provided, the basic standard shall be reduced to 3 spaces per 1,000 square feet.

2. 1 secure bicycle parking space shall be provided for every 4 automobile parking spaces.

B. Residential Uses. Each dwelling unit with 2 or more bedrooms shall have 2 parking spaces, which may be in tandem, and each single or one-bedroom unit shall have 1 parking space, which may not be in tandem with another space.

6.2.2 Exceptions

A. Restaurant Parking. Once restaurants constitute one-third of the total lot frontage on which commercial uses are permitted in each of the areas shown in Table 8 below, 10 spaces per 1,000 square feet of Gross Floor Area shall be provided for any additional restaurants.

Table 8 Linear Feet of Frontage by Area

	Total <u>Commercial</u>	Restaurant Parking <u>Threshold</u>
Mission St.	2,700	900
Fremont Ave.	590	200
Diamond Ave.	261	87
El Centro	682	226
Meridian Ave.	387	127

1. Above this threshold, the off-street parking requirement increases to 10 spaces per 1,000 sf.

B. Fast Food Restaurant Parking. A Fast Food Restaurant is an establishment that provides, as its primary service, quick food service for a high volume of customers, which is accomplished through a limited menu of prepared items, orders taken over a counter (not at tables), and food served over a counter in disposable wrappings or containers.

12 spaces per 1,000 square feet of Gross Floor Area shall be provided for Fast Food Restaurants, regardless of the percentage of ground floor building frontage they comprise.

C. Parking for Commercial Uses on Sidewalks. Sidewalk areas in the public right-of-way or portions of a parcel that are open to the street and within 15 feet of the property line along street frontages on which Pedestrian-

Oriented Uses are required shall *not* be included as Gross Floor Area for the purpose of calculating required parking. Outdoor dining is encouraged in such spaces, which may be covered by arcades or awnings. All other outdoor use areas, including dining areas, shall be included as Gross Floor Area.

D. Historic Resources. Uses located in a Historic Resource which are renovated in accordance with the Secretary of the Interior's Standards and Guidelines shall be required to provide only as much parking as can be accommodated on-site behind the Historic Resource. If a Historic Resource is removed, parking shall be provided in accordance with the C-1 District of the Zoning Code and shall be located entirely on site.

E. Narrow Site Between Historic Resources. To facilitate the infill of gaps between existing buildings on Mission Street, a one-story building up to 40 feet deep with continuous storefronts may be constructed in any space between two Historic Resources along Mission Street which is 50 feet wide or less and is not occupied by an Historic Resource. Said building may provide only the amount of parking that can be accommodated on site with no curb cut on Mission Street. For some mid-block parcels, there may be no access to on-site parking except via an easement across an adjacent property. The City will assist in obtaining such easement. However, the lack of such easement shall not prohibit the construction of the permitted building.

F. Bonus Sites. In order to use the additional height and FAR specified in Chapter 4 on a potential Bonus Site, additional public parking must be provided in the amount of one additional parking space for each 1,000 gross square feet of Gross Floor Area.

If a central parking facility is provided, additional public parking shall not be required in order to develop the additional permitted floor space on Bonus Sites. Instead, an in-lieu fee, equivalent to 100% of the cost of the re-

quired parking at the parking facilities, but not to exceed the cost of additional parking on the Bonus site shall be provided.

G. Underutilized Required Parking. Parking that is required for a particular use which is not fully utilized may be made available as public parking.

6.2.3 Location of Required Off-Street Parking

Required off-street parking shall be located as follows:

A. Residential Parking. All residential parking shall be provided on site.

B. Commercial Parking. If approved by the Director of Community Development, the required commercial parking may be provided off-site within the Core Area or within 600 feet of the building, or by an in-lieu payment, constituting a portion of the actual cost of parking as specified by the Director of Community Development, may be made to the City to finance a central parking facility.

6.2.3 Loading Areas

A. Historic Resources are not required to provide on-site loading areas.

B. Buildings with less than 150 feet of frontage along Mission Street shall not be required to provide off-street loading areas.

C. Buildings with enclosed parking behind the storefronts may use parking bays as loading areas provided loading does not occur during business hours of the building tenants and, if the building includes housing units, does not occur between the hours of 7 p.m. and 7 a.m. and does not obstruct access to residential parking, subject to approval by the City Engineer. Alternatively, the curb-side parking lane or, if there is not curb-side parking lane, the traffic lane may be used for loading between the hours of 8 a.m. and 10 a.m.

7.0 OTHER DEVELOPMENT STANDARDS

INTENT

The intent of the Specific Plan is to ensure that:

- Historic Resources are renovated and re-used, so that they can enhance the character of Mission Street as a pedestrian-oriented shopping street and, thereby, help attract new businesses and customers.
- New buildings are compatible and harmonious with the character, scale, height, massing, siting and design of the area's Historic Resources and are consistent with its character as a pedestrian-oriented shopping street.

Buildings along Mission Street and the two-block connection to the library will be similar in form to existing buildings in the Historic District: they will have storefronts within a few feet of the sidewalk with entrances and display windows along the sidewalk and parking behind the storefronts.

REGULATIONS

7.1 Standards for Historic Resources

If a Project affects an Historic Resource, that Historic Resource shall be renovated in accordance with the Secretary of the Interior's Standards (which follow) and Guidelines (portions of which are contained in Chapter 8). Table 9 shows buildings currently listed as Historic Resources; additional buildings may be added by the Cultural Heritage Commission in the future.

One key to using the Secretary of the Interior Standards and Guidelines is understanding what the "defining characteristics" of the building are. Chapter 8 describes the defining characteristics of the primary building types along Mission Street. Another key is knowing what the property and others in its vicinity looked like originally and through the years. The Community Development Department will maintain a file of books and photographs of buildings in the area for the reference of owners, developers, architects, and merchants. The South Pasadena Public Library and the Huntington Library are also sources of historic photographs.

Any standard in the remainder of this section (7.0) which would alter the character-defining features of a Historic Resource shall *not* apply to that Historic Resource.

7.1.2 The Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior standards are as follows:

1. A property shall be used for its historic purpose or be placed in new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alterations of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Table 9 Historic Resources

Parcel	Address		Building Name	Architectural Style
Commercial				
5315-6-15	1017-1019	El Centro St	South Pasadena Bank Building	Renaissance Revival
5315-8-900	1020	El Centro St	School District Office	Romanesque Revival
5315-7-901	1115	El Centro St	Library	Renaissance Revival
5313-6-41	634-636	Mission St	Lewis-Markley Buildng	Gothic
5313-7-41	605	Mission St.	L&H Engineering	Spanish Colonial Revival
5313-7-54	701	Mission St	Halvorson's	Vernacular
5315-20-900a	815	Mission St	City Plunge Building	Spanish Colonial Revival
5315-17-12	950-966	Mission St	Mission Arroyo Hotel Building	Vernacular
5315-14-47	1000	Mission St	Century House	Queen Anne (moved)
5315-8-24	1001-07	Mission St	Alexander Block	Renaissance Revival
5315-14-26	1002-6	Mission St	Shapiro Block	Vernacular
5315-14-27	1008-10	Mission St	Edwards & Faw Building	Vernacular
5315-8-24	1011-17	Mission St	Graham Block	Renaissance Revival
5315-14-28	1012	Mission St	Ashton Block	Vernacular
5315-14-29	1014-18	Mission St	Mission Antiques, etc.	Vernacular
5315-8-23	1019	Mission St	First National Bank	Vernacular
5315-14-30	1020-24	Mission St	Herilihy Block	Vernacular
5315-14-44	1028-32	Mission St	Taylor Block	Vernacular
5315-14-43	1034	Mission St	B. Anderson Building	Vernacular
5315-14-35	1040	Mission St	Firestone (formerly market)	Spanish Colonial Revival
5315-9-25	1108	Mission St	& Etc.	Brick
5315-8-43	1115	Mission St	Luttrell's Building	Vernacular
5315-8-33	1121-1127	Mission St	Schmiedeberge Building	Vernacular
5315-9-50	1128-1132	Mission St	Jacobs Block/City Jail	Vernacular
5315-8-36/37	1133	Mission St	Day Ray	Vernacular
5313-7-68	729	Mission St	Baranger Studios	Gothic
Residential				
5315-9-46	803	Fremont Av	2 units	Craftsman
5315-8-38	923	Fremont Av	7 units	Craftsman
5315-14-41	1031	Hope St	1 unit	Craftsman
5315-9-26	1103	Hope St	1 unit	Craftsman
5315-9-29	1107	Hope St	1 unit	Craftsman
5315-9-32	1111	Hope St	1 unit	Turn of Century
5315-9-34	1117-19	Hope St	1 unit	Craftsman
5315-9-36	1121-23	Hope St	1 unit	Craftsman
5315-17-33	815	Magnolia St	1 unit	Shot Gun Cottage
5315-17-34	821	Magnolia St	1 unit	Bungalow
5315-17-35	827	Magnolia St	1 unit	Colonial Revival Bungalow
5315-17-3	909	Magnolia St	1 unit	English Revival
5315-17-4	913	Magnolia St	1 unit	Spanish Colonial Rev.
5315-14-23	806	Meridian Av	1 unit	Turn of the Century/Ec
5315-17-17	809	Meridian Av	1 unit	Turn of the Century
5315-14-21	810	Meridian Av	1 unit	Turn of the Century
5315-17-19	813	Meridian Av	1 unit	Queen Anne
5313-8-14	515	Mission St	1 unit	Craftsman
5313-8-13	519	Mission St	1 unit	Colonial Revival
5313-8-26	521	Mission St	1 unit	Craftsman
5315-17-47-54	810	Orange Grove Av	8 units	Spanish Colonial Revival
5315-17-29	712	Orange Grove Av	1 unit	English Revival
5315-17-37	800	Orange Grove Av	6 units	Spanish Colonial Rev.
5315-17-39	812	Orange Grove Av	12 units	Spanish Colonial Rev.
5315-17-36	703	Prospect Av	1 unit	Colonial Revival Bungalow
5315-17-2	704	Prospect Av	1 unit	Spanish Colonial Rev.
5315-17-25	706-708	Prospect Av	2 units	Spanish Colonial Rev.
5315-17-43	805	Prospect Av	1 unit	Craftsman
Other				
5315-20-900	913	Meridian Av	Meridian Ironworks	
	median	Meridian Av	Watering Trough	

Source: Leslie Heumann & Associates, 1994

New additions, exterior alternations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

1. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

7.1.2 Use of State Historical Building Code

To provide flexibility in meeting current Building Code requirements, the City shall use the State Historical Building Code (Title 24 Part 8) in permitting repairs, alterations and additions to Historic Resources. The State Code is helpful to property owners. It allows variations from the local Building Code, to permit older materials, design features and construction methods.

7.2 Standards for Unreinforced Masonry Buildings and Other Substandard Building Conditions

City Ordinance No. 1912, Earthquake Hazard Reduction, requires that all unreinforced masonry buildings be reinforced. Chapter 8 provides additional guidelines for such buildings in the Specific Plan area.

If a property owner fails to comply with City regulations with respect to seismic reinforcement, fire protection or other public health and safety requirements, the City may make the required improvements and place a lien on the property for payment of said improvements.

7.3 Standards for Commercial and Mixed Use Projects Districts A and B

The following provisions are in addition to the provisions of the Zoning Code for the C1 zone. Where the Specific Plan provisions conflict with those of the Zoning Code, the Specific Plan provisions take precedence.

7.3.1 Lot Size and Floor Area

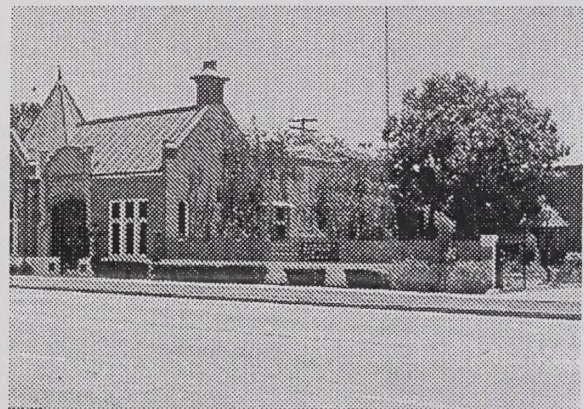
To encourage small-scale in-fill development and small businesses in the Specific Plan Area, there is no minimum lot area for development projects and no minimum floor area for individual commercial suites, including office suites. The intent is to discourage large facilities that are out-of-scale with other businesses in the area.

7.3.2 Building Form

The following standards define the basic form of buildings in Districts A and B.

A. All Buildings. Buildings in Districts A and B shall have the following characteristics:

1. The front building wall shall be at least 24 feet high. (See Chapter 5 for maximum heights.)
2. The front building wall shall be located within five feet of the lot line or of the setback line established by existing Historic Resources along the Block Face on which the building is located, whichever is greater.
3. The front building wall shall occupy at least 95% of the lot frontage, except in District B. In District B, it may occupy a minimum of 75% of the lot frontage with up to 25% occupied by a courtyard in which no vehicular parking, except bicycle parking, is permitted. The Baranger Studios is a example of the intent of this provision.



B. Buildings on Pedestrian-Oriented Streets.

All buildings located on streets on which Pedestrian-Oriented Uses are required or permitted, as shown in Figure 12, shall have the following characteristics:

1. The first floor of the building wall(s) facing a street on which Pedestrian-Oriented Uses are *required* shall be designed as a series of storefronts with the characteristics identified in Chapter 8.
2. The first floor of the building wall(s) facing a street on which Pedestrian-Oriented Uses are *permitted* shall be designed as a series of storefronts if the ground-floor uses are non-residential.
3. Each individual non-residential tenant space located on the ground floor shall have at least one entrance directly from the street on which Pedestrian-Oriented Uses are required or permitted.
4. At least one entrance from the street on which Pedestrian-Oriented Uses are required or permitted must be provided for every three storefront bays.
5. The building wall may have an inset entrance, i.e., the display windows and door may be set back up to 15 feet within the bay (see example on page 89).

7.3.3 Parking Location

- A. Surface or ground-floor structure parking must be located behind ground-floor space on Mission Street and El Centro Avenue.
- B. Where structure parking is located above the ground floor along any public street, either a) habitable floor space must be located in front of the parking or b) the parking structure wall must be architecturally integrated into the overall building design.

7.3.4 Vehicular Access

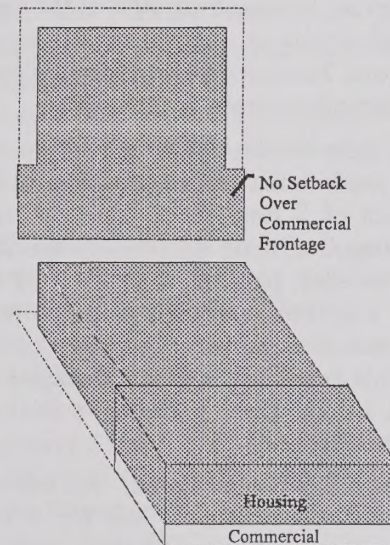
- A. A new building or addition to an existing building shall not have vehicular access from Mission Street except as permitted in C. and D. below.
- B. An existing building with existing vehicular access from Mission Street may retain one such access, may not add any new access,

and is encouraged to eliminate all vehicular access from Mission Street if access from other streets is available.

- C. A new building or addition on a parcel that fronts on both Mission Street and Fremont Avenue must have its primary vehicular access from Fremont Avenue and may have one secondary access from Mission Street.
- D. A new building or addition on a parcel with vehicular access available only from Mission Street may have one vehicular access from Mission Street, subject to the approval of the Director of Community Development.
- E. Any vehicular access located on Mission Street must be through a opening in the building facade not more than 16 feet wide and integrated into the design of the facade.

7.3.5 Residential Portions-Mixed-Use Projects

- A. **Side and Rear Yards.** Residential floor space which is located directly above ground floor commercial space in a mixed-use building shall be exempt from side yards requirements. All other residential portions of a mixed-use building shall have side and rear yard setbacks in accordance with the provisions of Section 7.4.2 below.



- B. **On-Site Open Space.** Open space for residential portions of a mixed-use building shall be as specified in 7.4.4 except that required open space per unit may be a minimum of 275 square feet per unit.

7.4 Standards for Residential Buildings in Districts B and C

The following standards apply to buildings that contain only residential uses. They are in addition to the provisions of the Zoning Code for the R3 zone. Where the Specific Plan provisions conflict with those of the Zoning Code, the Specific Plan provisions take precedence.

7.4.1 Lots

A. Lot Coverage. Residential buildings, including accessory buildings, shall not cover more than 60% of the total area of a lot, except that a parking structure over which housing is located may cover more than 60% of the total area of a lot, provided that the buildings located on it do not cover more than 60% of the total area of the lot.

B. Lot Area per Dwelling Unit. On Bonus Sites on which additional parking is provided as specified in 6.2.2.F, up to one dwelling unit for each 900 square feet of lot area is permitted. On all other sites, up to one dwelling unit for each 1,500 square feet is permitted.

5.4.2 Yards

- 1. Front Yards.** Front yards shall be either 15 feet deep or, if more than 50% of the remaining block frontage consists of lots occupied by Historic Resources, the average depth of the Historic Resources' front yards.
- 2. Side or Rear Yards Abutting Alleys.** A side or rear yards which abuts an alley shall be a minimum of 5 feet, except no rear or side yard is required if, on the lots located directly across the alley, parking abuts the alley or the setback adjacent to the alley for more than 50% of the total rear lot line length of those lots. This provision applies to all lot types defined in the Zoning Code, including reverse corner lots.
- 3. Other Side and Rear Yards.** All other side yards shall be at least 5 feet for a 1-story building plus 1 additional foot for each additional story. All other rear yards shall be at least 15 feet.

7.4.3 Structure Parking Beneath Housing

A. One level of structure parking having a maximum height of 10 feet may be located

above grade on a Bonus Site on which an additional level of public parking is by the City. On all other sites structure parking may be a maximum of 5 feet above grade.

B. Structure parking which is not more than 5 feet above the average grade at the rear lot line may be located in the rear yard, provided the deck over the parking structure is used as private or common open space for residents and a 5-foot landscaped setback is provided between the parking structure and the rear lot line.

7.4.4 Usable Outdoor Open Space

- 1. Total Open Space.** At least 500 square feet of open space shall be provided for each unit. That open space may not include the required front yard or off-street parking or driveways and may include private balconies not used for access and swimming pools.
- 2. Central Courtyard or Courtyards.** At least 15% of the site shall consist of a courtyard or courtyards onto which 75% of the units shall face, except that, on lots that are less than 100 feet wide, a central courtyard shall not be required, provided that each unit has at least 200 square feet of private open space accessible from the first floor of the unit.
- 3. Landscaping.** The required front yard, excluding driveways and pedestrian access, and at least 50% of the required open space shall be landscaped with plant materials.
- 4. Total Trees.** A minimum of one tree per unit shall be provided, of which half shall be in at least 24-inch box trees and half in at least 15-gallon containers.

7.5 Standards for Projects in All Districts

7.5.1 Landscaping and Screening

- A. Compliance.** Required landscaping shall be installed with the time frame specified relative to issuance of the Certificate of Occupancy or, if no Certificate of Occupancy is required, the requisite City approval.
- B. Parking Lot Landscaping.** All surface parking lots must be planted with trees in 24-inch- or larger boxes, which will provide at least a 50% canopy coverage within 10 years.

C. Parking Lot Perimeter Screening and Landscaping. A new or existing surface parking, loading or vehicular service area that fronts on a public right-of-way must have a 3-foot high masonry wall or ornamental wrought iron or metal fence which is set back at least 2'6" from the property line along the public right-of-way, except at driveways. The setback must be landscaped with plant materials which will provide at least 50% coverage of the wall or fence within 3 years of planting.

D. Parking Structure Screening. Where a parking structures face a street or an adjacent residentially zoned or used lot, the required setback between the parking structure wall and the sidewalk must be landscaped to provide 50% coverage of the parking structure wall within 3 years of planting.

E. Automatic Irrigation. All landscaped areas must be automatically irrigated.

F. Maintenance. All landscaped areas must be maintained throughout the life the Project. If trees or other plant materials die, they must be replaced within 60 days.

7.5.2 Signs

A. Commercial and Mixed Use Buildings. Only the following permanent signs are permitted on commercial and mixed-use buildings in the locations and dimensions specified in Table 10 on page 48:

1. Ground-Floor Businesses. Each ground floor business, but not more than one business per storefront bay (as defined in 8.1.1), may have two of the following groups of signs on each storefront bay occupied by that business:

- a) One Awning Sign;
- b) One Facia Band Sign;
- c) One Window Sign which may be neon, subject to DRB/CHC approval, in each display window.

In addition, each ground floor business as defined above may have one Blade Sign. A business in a corner space may have signs on both street frontages.

2. Second Floor Businesses. Each second floor business may have the following:

- a) One Facia Band Sign located over a window group if the windows are in groups of two or more, but not more than one business name per window group, *or*
- b) One Window Sign.

Each building with one or more second floor businesses may have a Directory Plate Sign adjacent to the ground-floor entrance to the second floor businesses.

B. Commercial Use of A Residential Building. Each residential building that has been converted to a business or businesses may have one of the following in the location and dimensions specified in Table 10 on page 48:

- a) A Directory Plate Sign adjacent to the main entrance *or*
- b) A Window Sign *or*
- c) A Monument Sign in the front yard on a base or legs which does not exceed 4 feet in height or width.

C. Sandwich Board Signs. One movable sandwich board sign per ground-floor business may be located on the sidewalk in District A during business hours, provided it meets the following conditions:

- Is not more than 2'6" wide by 3'0" high;
- Does not obstruct required ADA clearance on the sidewalk;
- Is maintained in good condition;
- Is stabilized to withstand wind gusts or is removed during windy conditions.

The design of the sign shall be approved by the DRB. The DRB may require that a Sandwich Board Sign be modified if it is determined by the DRB to be inconsistent with the character of the Specific Plan Area.

D. Temporary Signs. The following temporary signs are permitted, provided they do not exceed the time periods and sizes specified in Table 11 on page 48:

- 1. Signs in a display window or second floor window that contain a political, ideological, or other non-commercial message or advertise a tenant space for sale, lease or rent or a short-term sale or event.

2. Signs attached to the building facade or in a display window which advertise a building for sale or identify the owner, future tenant(s), contractors, architects and the like during building construction or remodeling.

E. Sign Materials. The following are prohibited:

1. Signs constructed of plastic panels or boxes;

2. Internally illuminated signs.

7.5.3 Light and Glare

Direct glare from on-site lighting shall be screened from the view of motorists and pedestrians in the street right-of-way and from adjacent residences, including residences located on-site in mixed-use projects.

Table 10 Maximum Sign Dimensions

	Type of Sign			
	Awning	Facia Band	Window	Blade
Districts A and B				
<i>Ground Floor Businesses</i>				
Maximum Sign Length	90% of awning length	90% of storefront bay's length	NA	18"
Maximum Letter Height	8"	10"	8"	NA
Maximum Sign Area	Bottom 12" of awning	12" wide band above storefront bay	20% of each display window's area	2 sq. ft.
	Directory Plate	Facia Band	Window	
<i>Second Floor Businesses</i>				
Maximum Sign Length	NA	90% of window group's length	NA	
Maximum Letter Height	NA	8"	8"	
Maximum Sign Area	1.5 sq. ft.	NA	25% of window area	
District C				
	Directory Plate	Monument	Window	
Maximum Sign Length	NA	48"	NA	
Maximum Letter Height ¹	NA	48"	8"	
Maximum Sign Area	1.5 sq. ft.	NA	25% of window area	

¹Including base.

Note: Logos and the initial letters of names or words on signs may exceed the limits in this table subject to approval of the DRB.

Table 11 Temporary Sign Limitations

Type of Sign	Size Limit	Time Limit
1.a. Non-commercial	3 sq. ft.	2 months
1.b. Tenant space for lease	6 sq. ft.	6 months or until leased
1.c. Short-term sale	6 sq. ft.	8 weeks per year
2.a. Building for sale	12 sq. ft.	6 months or until sold
2.b. Construction sign	12 sq. ft.	During construction, up to 12 mo.



Part 3 Guidelines For Private Projects

8.0 DESIGN GUIDELINES

This section provides guidance for implementing the development standards in Part II (Chapters 4-7 on pages 31-48). The guidelines in this section are advisory in nature. They will be used by the Design Review Board (DRB) and Cultural Heritage Commission in their review of proposed Projects. The process to be followed for project review is described in Chapter 9. In the event that the DRB is disbanded, the Planning Commission will provide Project review, using these guidelines.

The guidelines are organized as follows:

- 8.1 New buildings in Districts A and B (generally mixed use and commercial)
- 8.2 New buildings in District C (residential)
- 8.3 Existing buildings which are not Historic Resources (all districts)
- 8.4 Historic Resources (all districts)
- 8.5 Seismic reinforcement of unreinforced masonry buildings
- 8.6 All Projects
 - 8.6.1 Signs
 - 8.6.2 Awnings
 - 8.6.3 Residential or Mixed Use Outdoor Open Space
 - 8.6.4 Screening of Commercial Uses from Adjacent Residences
 - 8.6.5 Landscaping

8.1 GUIDELINES FOR NEW BUILDINGS: DISTRICTS A AND B

This section applies to all new buildings in Districts A and B, focusing on building form and architectural style. It provides guidelines for implementing the standards in Chapter 7, which require that all new buildings located along street frontages on which Pedestrian-Oriented Uses are required or permitted (see Figure 12 on page 37) must be storefront buildings. They should maintain the scale, proportions, relationship to the sidewalk and materials that are characteristic of storefront buildings in the area. Maintaining these basic characteristics will result in a building that is similar in appearance to a historical Vernacular Commercial building.

In addition, new buildings are required to incorporate elements of one of the architectural styles historically found in the area. (The key elements of each style are described in 8.1.5 below). A single building should not mix elements from different styles. For example, balconies on upper floors are found on Spanish Colonial buildings, but not on Vernacular Commercial buildings. While they may incorporate key elements of architectural styles found in the area, new buildings should be clearly distinguishable from Historic Resources in the area.

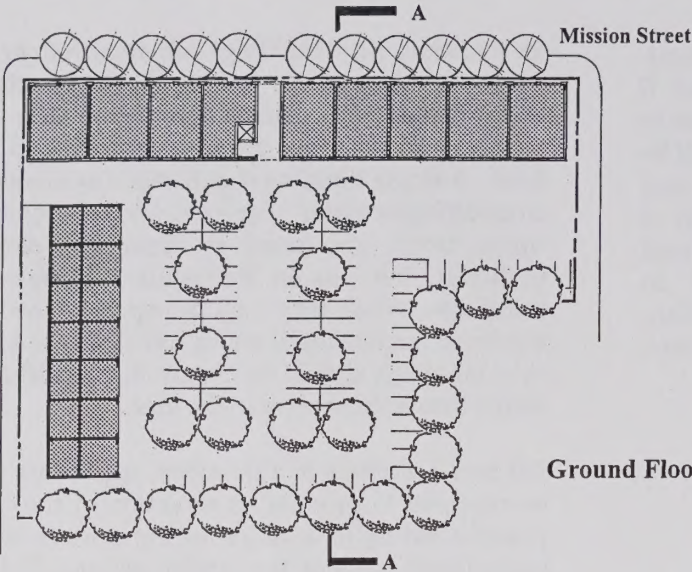
For new buildings or alterations, applicants will be required to provide an elevation of the proposed building or addition in the context of its block (both sides of the street), as specified in Chapter 9, to demonstrate compatibility.

8.1.1 Building and Parking Configuration

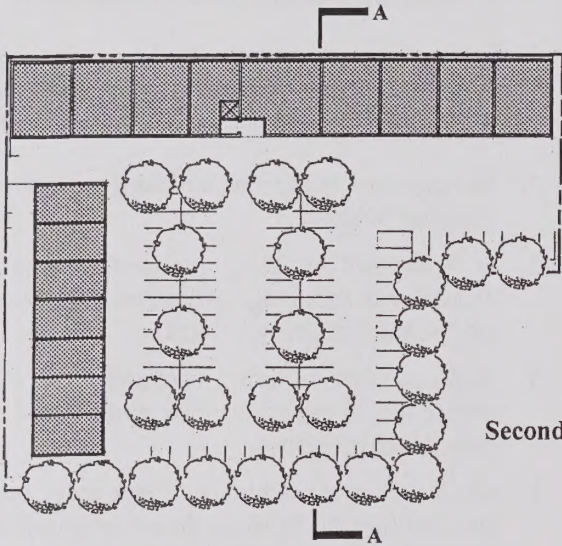
There are many possible building configurations, including the following (note that three-story buildings are permitted on Bonus Sites):

1. A one-story storefront building with surface parking behind.
2. A two-story building (ground-floor storefronts with housing, offices or lofts above) and surface parking behind.
3. A three-story building (ground-floor storefronts with housing or lofts above) and surface parking behind.
4. On a corner lot, a two- or three-story building fronting on Mission Street (ground-floor storefronts with offices, lofts or housing above) and townhouses, lofts or an office building on the side street (illustrated in Figure 14 on page 50).
5. On a corner lot where ground floor retail is permitted on the side street, two- or three story buildings on both street frontages (ground-floor storefronts with offices, lofts or housing above) and subterranean/surface parking behind (page 51).
6. A three-story building fronting on Mission Street (ground-floor storefronts with housing above) and two stories of housing over a parking structure (page 52).

Figure 14 Low Intensity Mixed Use Development



Ground Floor: Retail on Mission Street
Townhouses on Side Street
Surface Parking Behind



Second/Third Floors: Housing on Mission Street
Townhouses on Side Street

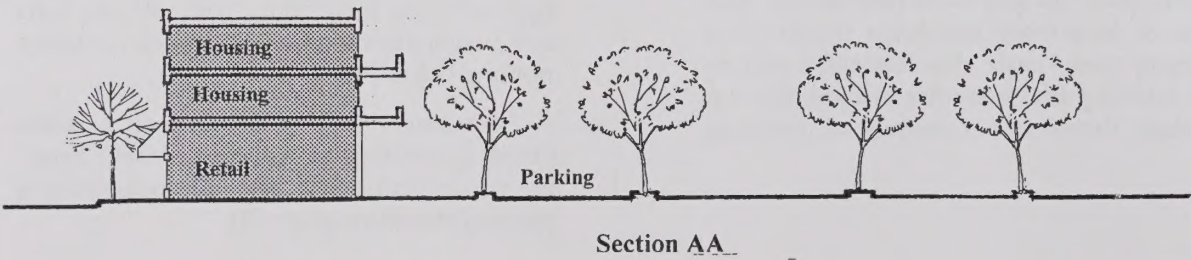


Figure 14 (Page 2) Medium Intensity Mixed Use Development

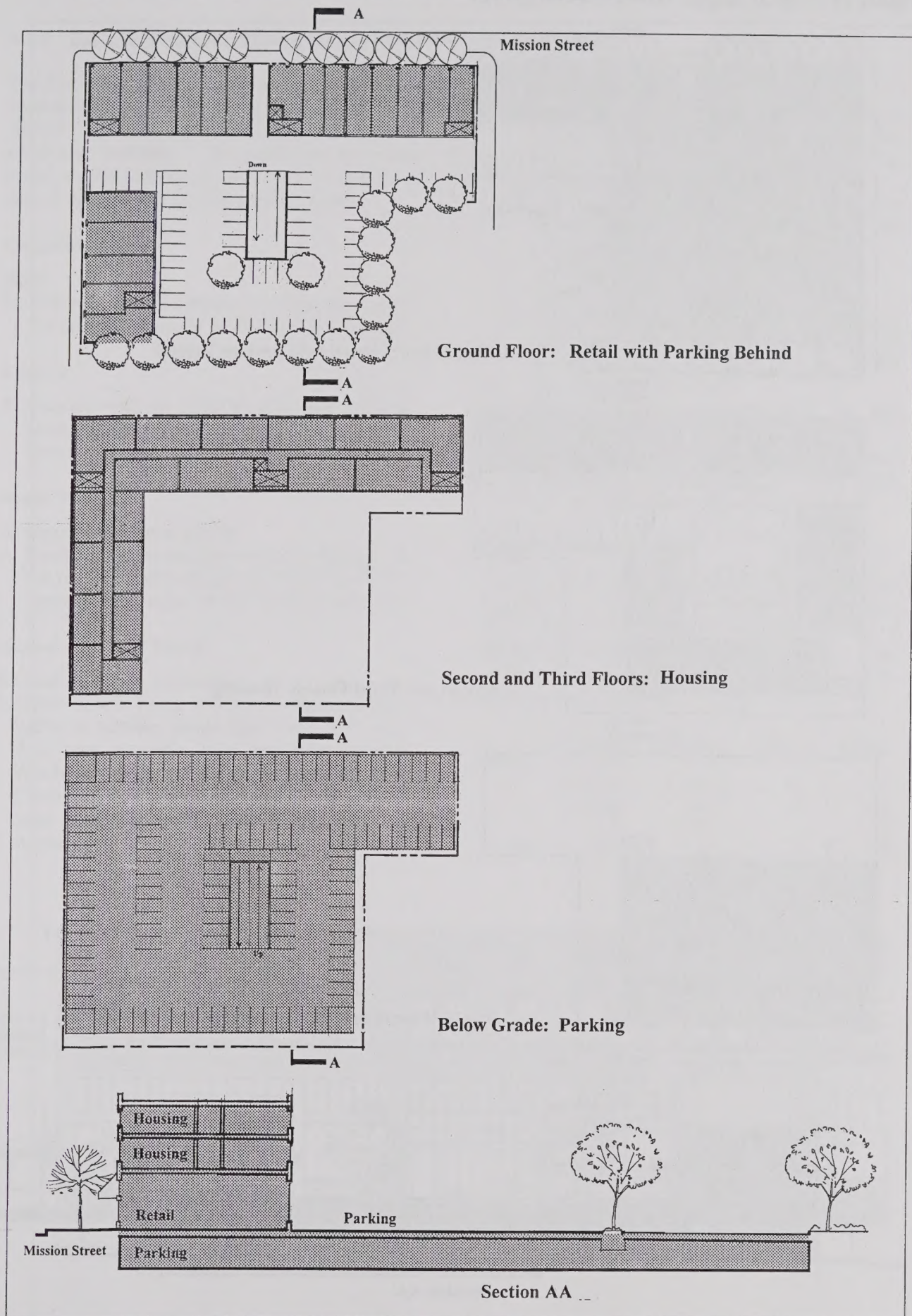
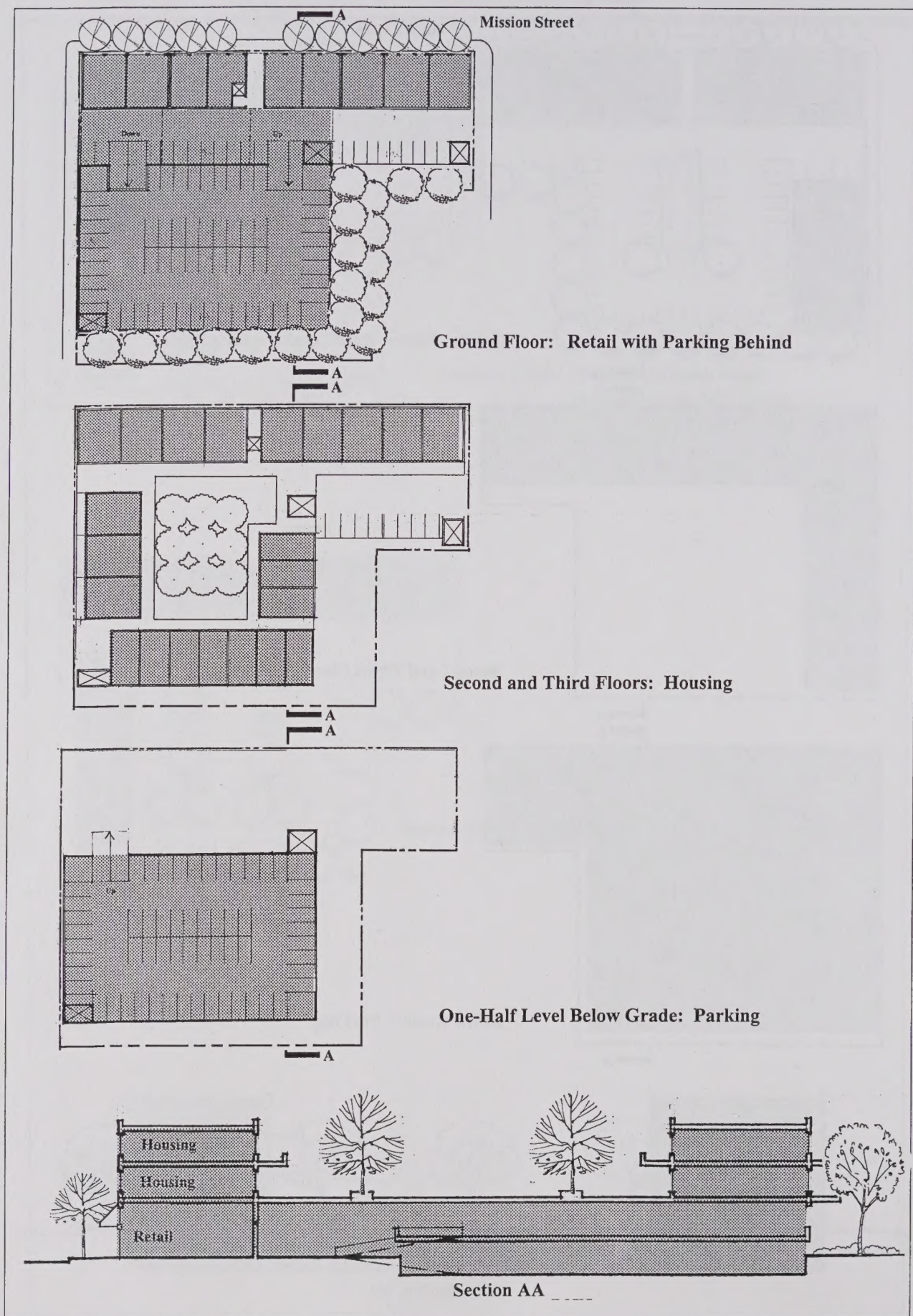


Figure 14 (Page 3) Higher Intensity Development



8.1.2 Basic Elements of a Storefront Building

The following elements can be found in all storefront buildings. All these elements, except those labeled "optional", must be included in a new storefront building. The elements are numbered, corresponding the numbers in the elevation of the Graham Building shown below.

Overview

Roof

1. Flat roof with a parapet or a sloping roof in the Spanish Colonial or Tudor Revival styles.

Cornice

1. Cornice with an optional pediment over the main building entry or center (e.g., Mission Hotel)

Upper Wall

2. Ornamentation or grilles
3. Band course (secondary cornice), typically at the roof line with the parapet wall above it -- optional (not found on the Graham Building).

Second and Third Floors

4. Window lintel - optional.
5. Either double hung windows with no divided lights or smaller single-light "transom" window over a single light operable window. Windows are inset from the exterior wall ("punched-out"), typically one brick's thickness, except in earlier wood-frame Victorian styles.

Ground Floor

6. Band course (secondary cornice).
7. Storefront bay -- the opening in the wall in which the storefront module located. The storefront is typically set back from the wall about one brick thickness.
8. Facia signboard (may be integrated into signboard) - optional, not found on the Graham Building.
9. Transom, typically with multiple lights.
10. Display windows.
11. Recessed single door or double doors (characteristically the double door leaf width was narrower than codes allow for new construction today).
12. Pilasters which are expressed to the ground.
13. Storefront bulkhead (which appears distinct from the pilaster due to a set back and/or change of material).

Typical Building Height

The maximum permitted heights are specified in Chapter 5. Within those limits the following table shows floor-to-floor heights typical of Historic Resources and recommended for new buildings or additions to produce well-proportioned buildings:

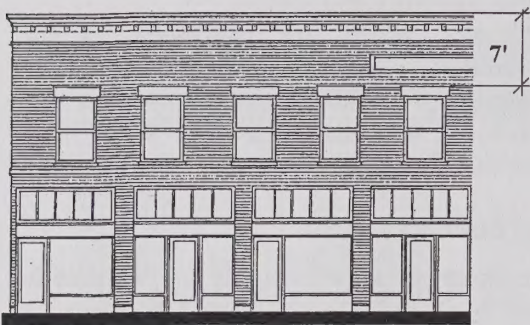
	Existing	3 Story	2 Story	1 Story
Floor:				
1	16-18'	16'	16'	17'
2	12-10'	10'	12'	--
3	--	10'	--	--
Parapet	4-5'	4'	7'	7'



Non-habitable architectural features, such as central pediments or corner towers, may exceed the height limit. A building in a style for which sloping roofs are appropriate, e.g., Spanish Colonial or Tudor Revival, may have an uninhabited roof that exceed the height limit by 5 feet.

Upper Wall Window-to-Parapet Height

Three-story mixed-use buildings should have about 6 feet between the top of the third floor windows and the top of the parapet. One- and two-story buildings should have about 8 feet. Without this space, a building appears distorted.



A well-proportioned upper wall.



A distorted upper wall.

Building Length

The longest building in the Specific Plan Area is the Mission Hotel which is about 150 feet long. It is difficult to maintain the scale of the area if buildings are along longer. Thus, if a site has more than 150 feet of frontage, the design of the building should be varied so that it reads as two or more different buildings, as illustrated below.

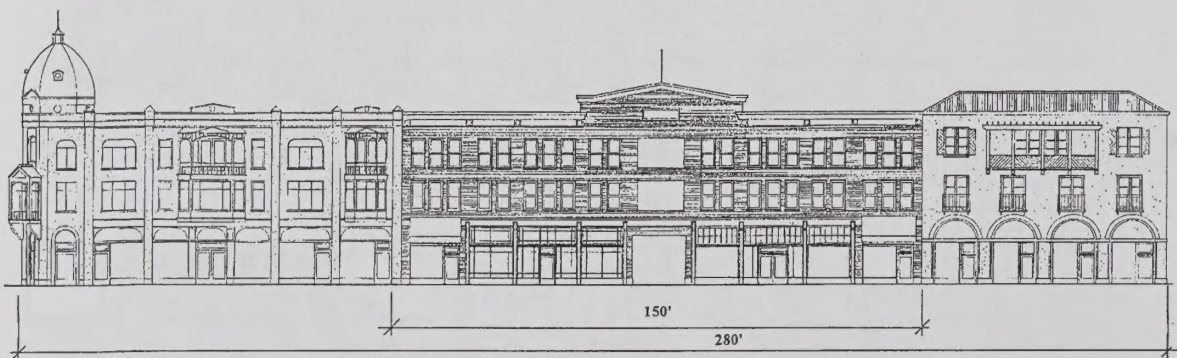
Storefront Characteristics

As specified in Chapter 7, the ground floor of each building must be divided into storefronts which are set into a series of openings or bays in the building wall. Storefronts in the Specific Plan area typically have the following characteristics, which provide guidance for new construction and remodels.

Walls Between Storefront Bays. The pilasters between storefront bays are typically about two feet wide. The end walls are usually a bit wider -- from 2'6" to three feet wide.

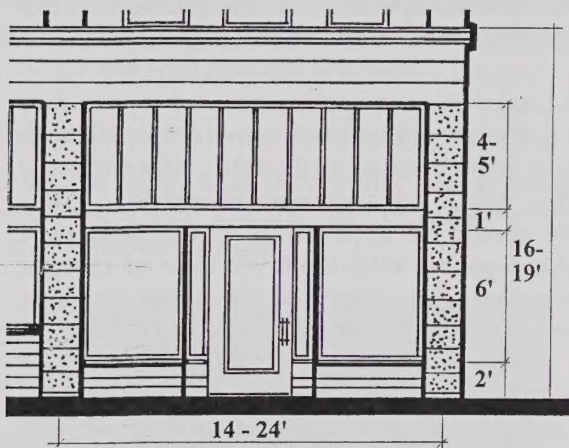
Overall Bay Dimensions. The bays are typically 13 to 14 feet high and 14 to 16 feet wide. In some buildings, all bays are the same width; in others, they may vary with the overall building composition.

Storefront Components. Each bay is typically divided horizontally into two parts separated by a one-foot wide band: a four- to five-foot divided light transom window above a door/display window area.



The lower part, typically eight feet tall, is divided vertically into two or three parts: either a central door with display windows on either side or, in narrower bays, a door on one side with a single display window.

Each display window area, in turn, is divided into two parts: a two-foot high window base or "bulkhead" and a six-foot high display window. The door may be flush with the windows or it may be inset, as in the Mission Hotel building.



Proportions of a typical storefront.

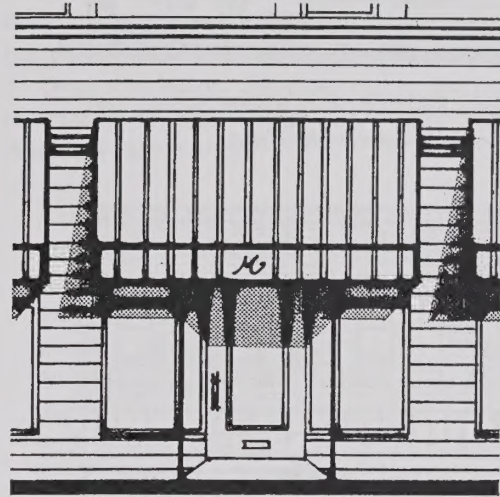
Some shops, like The Collectors Antiques and Buster's, occupy more than one storefront bay. In such cases, doors need not be provided in every bay; however, at least one door must be provided for every three bays. For flexibility in leasing to shops of different sizes, it may be desirable to provide doors in every bay.

Variations in Storefront Dimensions. Storefront dimensions are encouraged to vary from these typical dimensions if there is a historical precedent either in the Specific Plan Area or in similar buildings from the same period. For example, in the Graham Building one storefront is 36 feet long, consisting of a 14-foot wide central bay with inset double doors and narrow display windows and side bays, each about 11 feet wide, occupied by a single display window.

Street Entrance to Upper Floors. In some buildings, the entrance to the upper floors is from the Mission Street frontage and in others, from a side street. Where it located on Mission

Street, it is either at the center of the building, as in the Mission Hotel building, or at the end, as in 1028-1032 Mission Street, and is narrower than a storefront bay.

Awnings. Where awnings are used, they typically cover the transom and do not block either the display windows or the facade above the transom.



Awning covering the transom.

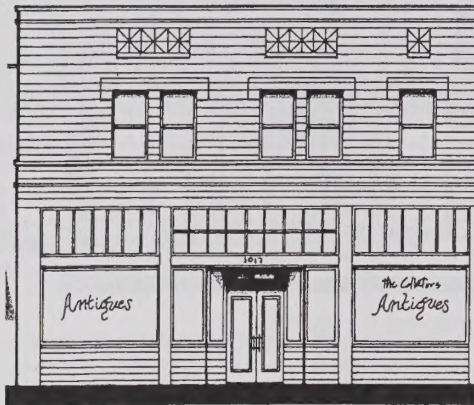
Upper Floor Windows

Upper floor windows are vertical, typically twice as tall as they are wide, commonly with dimensions of 2'6" x 5'0" and rarely wider than 3'0", except as noted below for specific styles, e.g., Tudor Revival. When larger openings are desired, windows are "ganged" in groups of 2 or 3, either in a single wood frame in a single opening or in separate openings. As Section 8.1.2 describes in greater detail, divided lights are not used in Vernacular Storefront buildings.

In the Specific Plan Area the upper-story window patterns sometimes relate directly to the storefront bays beneath them, e.g., the Alexander Building, and sometimes they are independent, e.g., the Graham Building. Either is acceptable provided it is appropriate to the building's style.



Alexander Building with a window pattern that corresponds to the storefront bays.



Graham Building with an independent window pattern.

8.1.3 Exterior Building Materials

Exterior Wall Finishes

Historically storefront buildings in the Specific Plan Area were finished in exposed brick; and this is the preferred finish new construction. In addition, a smooth stucco or plaster finish is permitted, where appropriate to the building's style. Concrete block may be used if it has the appearance of cut stone, like the Alexander Building. The finishes appropriate to each style are listed in Section 8.1.2.

Brick. Historically in the Specific Plan Area, common brick was used for walls that did not face a street, while a finer quality brick was used on street facades. Both common and face bricks are 8 1/4" x 2 1/4" (excluding joints); the com-

mon bricks have typical 1/2" joints, while the face bricks have narrower (1/4" or less), more finely finished joints. So, unlike a freestanding building, the rear and mid-block side facades of a storefront building can be of a different (lesser quality) material than the street facades.

While the use of structural brick in new construction generally is not anticipated, brick veneer is encouraged, particularly on facades that face the street or have storefronts in them. (It would be desirable to have all walls faced in brick, but the Specific Plan recognizes that this may not be economically feasible in all cases.)

If a brick veneer is applied, molded rather than cut bricks should be used to be compatible with bricks manufactured in the late 1800s and early 1900s, which were pressed in molds. Brick color should be appropriate to the style used and compatible with the brick color of Historic Resources. For example, red-orange brick or faux antique brick should not be used.

Plaster/Stucco. Exterior stucco finishes should be smooth, with a relatively fine aggregate size, i.e., preferable 30-60 and not less than 20-30. Textured finishes should not be used.

Cornices and Band Courses

All of Mission Street's Historic Resources had cornices, as can be seen in historic photographs. Many were removed for seismic safety, prior to current codes. New or replaced cornices may be patterned masonry (the same as the building wall) or a coping of cast stone, or they may be applied modillions of wood, metal or FRP.

Upper Floor Window Frames

Historically window frames were wood. Wood is encouraged for new construction. However, anodized or enameled aluminum may be used if it achieves the appearance of wood windows and is properly set back into the window opening. Non-anodized aluminum may not be used.

Storefront Window and Door Frames

In the earlier storefront buildings in the Specific Plan Area, the storefront windows and doors were typically framed in wood. In other historic buildings of the same period, cast or galvanized

iron was used, along with copper trim around the windows. Any of these materials may be used in the Specific Plan Area. In addition, anodized or enameled aluminum may be used if it achieves the appearance of the historic storefronts. Non-anodized aluminum may not be used. The windows must be framed in one of these materials. Contemporary frameless glass display windows are not appropriate.

Storefront Bulkheads

The bulkheads in early buildings were wood, but may be tile, brick or cut stone, depending on the building's style. Typically a different material than the wall material was used.

Doors

Doors to individual storefronts are typically wood, each with a single light of glass that occupies most of the door.



Typical storefront module with wood-framed windows and door.



Contemporary frameless storefront module, not appropriate in the Specific Plan Area.

Pilasters

The columns between the storefront bays are typically of the same material as the rest of the building facade.

8.1.4 Exterior Colors

According to Roger W. Moss, in *Century of Color, Exterior Decoration for American Buildings, 1820-1920*, many commercial storefronts in the United States dating from the last third of the nineteenth century are brick, but there is little contemporary documentation for painting the trim of these structures. He does quote the following recommendations from an 1884 Sherwin-Williams publication:

"In the smaller cities and towns we frequently see stores of this kind [i.e., storefronts], but the brick ones are seldom painted, and when they are the colors are usually selected without regard to how they will look side by side with buildings adjoining. . . . Almost all brick buildings are finished with stone caps and sills; but window and door frames, never being made of stone, should not be painted to represent it. The only part of a brick building that may be painted a stone color is the cornice, because it frequently is made of stone. If the cornice is made of brick, always paint it the same color as the body or main part of the building. All iron work, such as cresting, railings and brackets of balconies, should invariably be painted some dark color, such as black bronze green or vandyke brown. Sash also should be painted very dark. Black or bronze green are good colors for general work. For olive combinations, a dark rich wine color is good for sash. Vandyke brown is the best green color for sash, as it is a warm color, besides being dark, and it harmonizes perfectly with all warm colors." (Sherwin-Williams, *House Painting*, 1884)

With respect to bungalow colors, Pratt & Lambert developed a palette of colors with the Providence Preservation Society. Pratt & Lambert's color guide for historic buildings indicates that bungalows "were generally painted in the 'natural' tones of fieldstone, shingles, and stucco."

The following may be useful as guidelines; however, as with all these guidelines, creative contemporary variations are encouraged.

- A building should be painted as a single piece; for example:
 - The walls should be a single color.
 - Individual storefronts should not be dramatically different from one another.
 - The upper stories should not be differentiated from the ground floor. In particular, columns or pilasters between storefronts should be the same color (and material, as indicated earlier) as the walls of the upper stories.
- Brick and other masonry buildings should be unpainted.
- Plastered, stuccoed or wood buildings should be painted to be compatible with the predominant brick and masonry buildings and with colors of appropriate to their individual styles.

Generally, paint colors used in the late 1800's and early 1900's were organically based, i.e., from natural dyes. So, typically they were not bright, sunny, or gaudy colors, but colors in which more light is absorbed than reflected. Typically, the body color was a stone, brick or "earth-based" color, which can range from gray to buff to terra cotta, and the trim a dark "wood-based" color, such as brown, black or dark green.

Brighter colors were used in the 1920s, especially for wood trim.

8.1.5 Unique Characteristics of Architectural Styles

This section summarized the key elements of each of the Specific Plan Area's historical styles. Figure 15 provides examples of each style.

Vernacular Commercial (1915 -1925)

Vernacular Commercial is the principal storefront style remaining along Mission Street today. The style of Mission Street was originally more utilitarian than other commercial areas in the Los Angeles basin, using commoner materials and less ornamentation. However, many of Mission Street's Vernacular Commercial buildings have been altered -- with original ornamentation removed or painted over -- making them appear plainer than originally intended. Typical characteristics of this style include:

- Generally symmetrical composition of openings on the front facade.
- Proportions of openings and facade composition varied over the years from vertical (in the Victorian era) to horizontal (in the 1930s).
- Brick masonry front facade, intended to be decorative as well as structural, to compensate for the limited ornamentation. Some of the earlier storefronts were wood-sided.
- Cornices of either standard or molded brick or wood. Cornices were generally level, sometimes with a central pediment in the 1920s. The cornices may be simple bands of brick with varying extensions over the face of the building (like 1034 to 1038 Mission Street) or more ornate and substantial cornices (which generally have been removed on Mission Street but are documented in photographs).
- Belt courses of brick or other masonry, between floors.
- Brick lintels above the upper-floor windows.
- Double-hung wood windows with single light sashes.
- Wood or ceramic tile bases under storefront windows.

Renaissance Revival Influence (1890-1920)

The Renaissance Revival style was popular for banks, libraries (including the South Pasadena Library) and other civic buildings because the classical lines created a feeling of strength and stability. According to the City's Historical Resource Inventory, this style is represented by the Alexander and Graham Buildings (1001 to 1017 Mission Street) and the Bank Building (1107 to 1109 El Centro Street).

Buildings of this style are commonly three stories or taller, with the following characteristics:

- Facades of concrete, plaster, stone, light-colored brick
- Symmetrical features, including columns and windows
- Full height columns, sometimes with decorative capitals
- Distinct horizontal divisions between floors by pronounced belt or string cornices
- Each floor is articulated differently. If the Doric Order or rustication (rough-finished stone) is used on the first floor, then the upper floors are treated with a different order and finish. The window trim or surround also changes from floor to floor.
- Double hung windows with single-light window sashes.
- Arcades and arched openings are often seen in the same building with straight-headed or pedimented openings
- Projecting ornamental stone cornices
- Stone or tile bases under storefront windows.
- Narrow vertical windows with divided light sashes
- Divided light sashes
- Hood molding over windows
- Pointed arches in windows and hood molding
- Oriel and bay windows
- Bases under windows of the same material as the walls.

Victorian Romanesque Influence (1870-1890)

A polychromatic exterior finish with rounded arches characterizes the Victorian Romanesque style. The three-story former Graham & Mohr Opera Building on El Centro Street was influenced by this style.

- Different colored stone or brick window trim, arches, quoins, and belt courses, contrasting with the brick or stone facade finish.
- Decorated bricks and terra cotta tiles in conjunction with the stone trim.
- Round arches supported by stone columns (usually polished, but not in the case of the Graham & Mohr Opera Building).
- Foliated (leaf-shaped) forms, grotesques and arabesque decorate capitals, corbels, belt course and arches.
- Windows vary in size and shape.

Romanesque Revival Influence (1840-1900)

This style was most frequently used for churches and is represented in the Specific Plan Area only by the freestanding School District building. However, some Romanesque Revival elements can be found in buildings that are predominantly Renaissance Revival Influence.

- Monochromatic brick or stone facade.
- Semi-circular arches for windows and doors with compound arches, raised arches (archivolts) as trim.
- Articulated piers or columns.
- Decorative arches incorporated into corbels along the eaves.
- Belt or string course between stories.
- Facades are often flanked by square or polygonal towers of differing heights with various roof shapes.

Tudor Revival Influence

Tudor Revival was originally popular in the mid 1800's as a primarily residential style and free-standing. In the early 1900's Tudor Revival was again popular. The two examples in the Specific Plan Area are the Baranger Studios and the Lewis-Markley Building. Characteristics of the Tudor Revival style include:

- Stone, brick, stucco or wood exterior.
- Steeply pitched roofs.
- Wall dormers.
- Polygonal chimney pots.

Spanish Colonial Revival Influence

Along with other "Mediterranean" styles, Spanish Colonial Revival is the style most commonly associated with southern California. There are several Spanish Colonial multi-family residences in the Specific Plan Area, but only one Spanish Colonial Influence storefront (601 Mission Street). There are several storefronts of this style in the Adjacent Area to the east. Characteristics of this style include the following:

- Exposed, plastered or stuccoed stone or brick exteriors.
- Arched or straight windows and doors.
- Arched arcades.
- Compound arches.
- Molded or arcade cornices.
- Columns.
- Ornate low-relief carvings highlighting arches, columns, window surrounds, cornices and parapets.
- Red-tiled whipped roofs.
- Towers.
- Iron window grills and balconies.

Figure 15 Architectural Style Choices



Vernacular Commercial is the most common style in the Specific Plan Area.

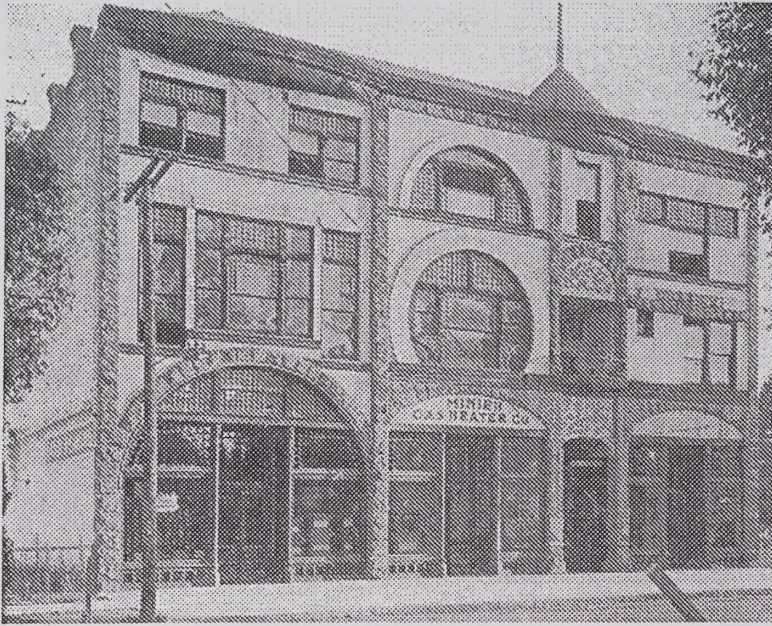


Renaissance Revival Influence is also a well represented style.



There are two excellent examples of *Tudor Revival Influence* buildings in the West Area: Baranger Studios, shown here, and the Lewis-Markley Building.

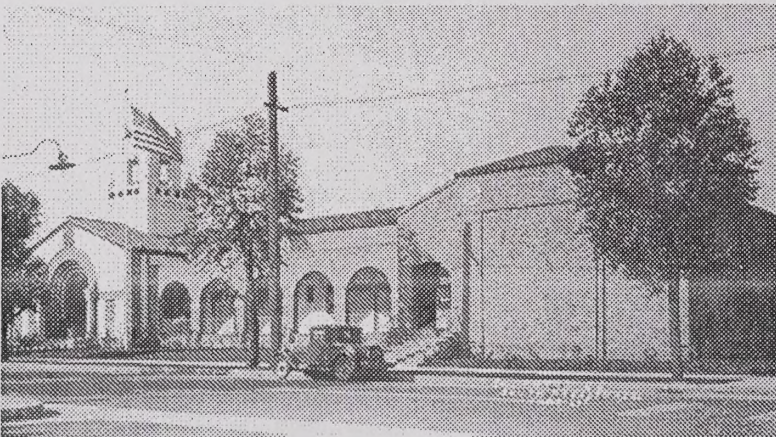
Figure 15 (continued)



The Graham & Mohr Opera House Building, *Victorian Romanesque* in style, was built in 1888 and razed in 1939. Source: J. Apostol, original photograph courtesy Huntington Library.



The first hotel in the Specific Plan Area was built in 1887 at Center (El Centro) Street and Meridian Avenue. It is *Victorian* in style. Source: J. Apostol, original photograph courtesy Huntington Library.



The eastern half of the School District Building in 1928 (when it was still a school) is the only example of *Romanesque Revival Influence* architecture in the Specific Plan Area, although some of the Renaissance Revival Influence buildings share common elements with this style. Source: J. Apostol, original photograph courtesy South Pasadena Unified School District.

8.2 GUIDELINES FOR NEW BUILDINGS: DISTRICT C

In District C, new buildings are limited to residential uses. New buildings are required to incorporate stylistic elements of one of the styles historically found in the area. While they may incorporate key elements of architectural styles found in the area, new buildings should be distinguishable from the Historic Resources.

8.2.1 Characteristics of Architectural Styles

Spanish Colonial

The most common style for multi-family buildings is Spanish Colonial Revival with the characteristics described above.

The Craftsman's style, as used for large single family homes, can also be translated into multi-family housing, provided the building mass is broken up into a series of buildings that are similar in scale to a large single family home. Elements of the Craftsman style include the following:

- Strong horizontal lines with terraces and balconies
- Natural wood shingles or siding or stucco finish with painted wide wood trim
- A lower gable covering a smaller element in front (often a porch) with a larger gable covering the main element behind
- Exposed rafters, ridge beams and purlines that extend beyond the wall and roof
- Chimneys of river rock or rough-faced brick
- Battered porch piers
- Vertical sash or casement windows with multiple lights.



Historical Craftsman Home

8.2.2 Other Guidelines

As in Districts A and B, if a site has more than 150 feet of frontage, the design of the building should be varied so that it reads as two or more different buildings.

Guidelines for open space, screening and landscaping are on pages 89 through 91.

8.3 GUIDELINES FOR EXISTING BUILDINGS THAT ARE NOT HISTORIC RESOURCES

When existing buildings that are not Historic Resources are remodeled, they should be designed to be compatible with the Historic Resources.

To the extent feasible, given an individual building's location on its site and its design, an existing building should conform to the guidelines for new construction. In particular, storefronts should be provided where feasible and appropriate, with the characteristics described in 8.1.1 above. Materials and colors should also be compatible. Particular attention should be paid to the use of awnings and signs as elements that can tie the non-historic buildings to their neighbors (see Section 8.6). Guidelines for open space, screening and landscaping are on pages 89 through 91.



Contemporary "Craftsman" Multi-Family Housing, compatible with but clearly distinguishable from historic buildings.

8.4 GUIDELINES FOR RENOVATING HISTORIC RESOURCES

The following guidelines apply to all Historic Resources in the Specific Plan Area and are direct excerpts from the Secretary of the Interior's *Illustrated Guidelines for Rehabilitating Historic Buildings*. For the complete guidelines, you may use the reference copy in the Community Development Department at City Hall or in the South Pasadena Library or you may order it from the U.S. Government Printing Office (ISBN 0-16-035979-1). These excerpted sections address the key topics relevant to the restoration of Historic Resources in the Specific Plan Area: storefronts, masonry and windows for commercial building exteriors; and wood, roofs, and entrances and porches for residential building exteriors.

A key to using these guidelines is to find out, from photographs and other documentation, what the building's original "character-defining" features were and restore them, using the following sequential course of action:

1. *Protect and maintain* those features that are extant and in good condition, using the least intervention possible.
2. *Repair* those that have been damaged or covered, again using the least intervention possible.

sible. And never replace a feature that can be repaired.

3. *Replace* missing historic features that are entirely missing, e.g., a porch that was removed, using the following approach:
 - a. Recover it if possible.
 - b. If that is not possible, reproduce it using photographs and other documentation.
 - c. If there is not adequate documentation, design a new feature that is compatible with the remaining character-defining features of the building, taking into account size, scale, and materials. The new element should be clearly differentiated so that a false historical appearance is not created.

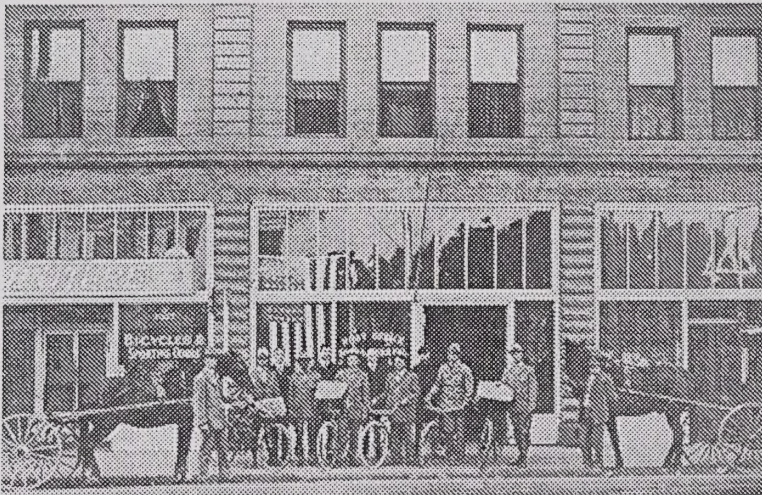
This process results in the least damage to the building and is typically the least expensive approach to restoration.

As the Secretary of the Interior Guidelines suggest, the best place to start is with historical photographs and other documentation. Figure 16 offers a collection of historical photographs of buildings in the Specific Plan Area as a starting point. Additional photographs may be found at the South Pasadena Library, the Huntington Library and the Cultural Heritage Commission.

Figure 16 Period Photographs of Historic Resources Show Their Original Characteristics



The bank building on the southwest corner of El Centro Street and Diamond Avenue, built in 1904, is Renaissance Influence in style. Source: J. Apostol, original photograph courtesy Huntington Library.



The concrete block Alexander Building was built in 1906 by Alexander R. Graham. It is Renaissance Influence. The low wood display window bases have been replaced with higher masonry bases. Source: J. Apostol, original photograph courtesy South Pasadena Public Library.



The A. R. Graham Building, Renaissance Revival Influence in style, was built in 1908, by Alexander Graham. Note the cornice, which was removed, on the adjacent one-story building. Source: J. Apostol, original photograph courtesy Huntington Library.

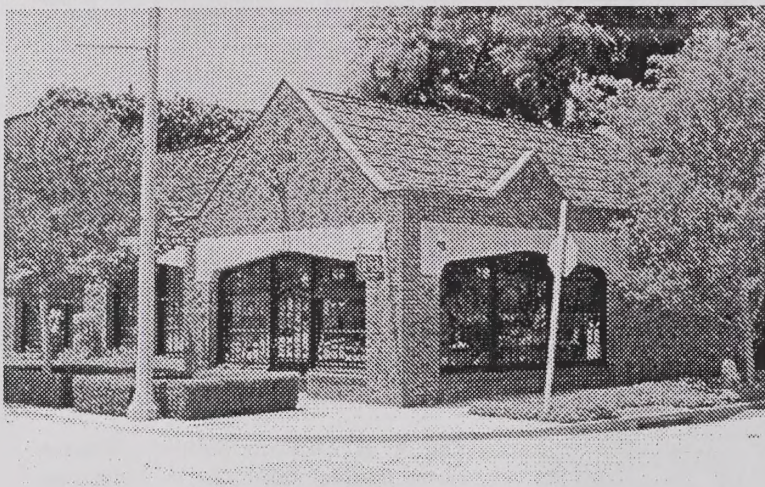
Figure 16 (continued)



The Mission Hotel, completed in 1923, is Commercial Vernacular in style. Note the band courses above each floor and the window and column trim in lighter colored brick which have been painted over, as well as the cornice detail above the entrance to the second floor. *Source: J. Apostol, original photograph courtesy Huntington Library.*



1132-1138 Mission Street, shown in the background of this photograph of the former school yard has been substantially altered since this photograph was taken in 1935. The cornice has been removed and the detail provided by different colored brick trim has been covered over. *Source: J. Apostol, original photograph courtesy South Pasadena Cultural Heritage Commission.*



The Lewis-Markley Building, Tudor Revival in style, was built in the 1920s. *This is a contemporary photography.*

Building Exterior: Storefronts

Recommended

Identify, retain and preserve

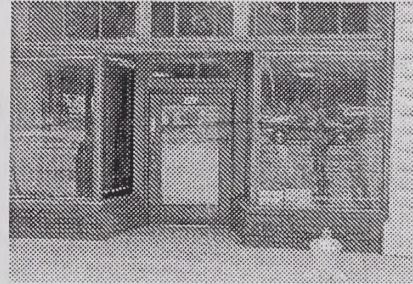
Identifying, retaining and preserving storefronts -- and their functional and decorative features -- that are important in defining the overall historical character of the building such as display windows, signs, doors, transoms, kick plates, corner posts and entablatures. The removal of inappropriate, nonhistoric cladding, false mansard roofs, and other later alternations can help reveal the historic character of a storefront.



1. Historical photograph



2. Current bay -- 1005 Mission Street



3. Current bay -- 1001 Mission Street

A comparison of old (1.) and current (2. and 3.) photographs of the Alexander Building show that the original wood lower window panel, visible in 1., has been covered or replaced by brick in all bays (2. and 3.) and has been raised from its original two-foot height in most bays (2.). The westernmost bay (3.) is the only exception.

Protect

Protecting and maintaining masonry, wood and architectural metals which comprise storefronts through appropriate treatments such as cleaning, rust removal, limited paint removal and reapplication of protective coating systems.

Evaluating the overall conditions of storefront materials to determine whether more than protection and maintenance are required, that is, if repairs to features will be necessary.

Not Recommended

Removing or radically changing storefronts -- and their features -- which are important in defining the overall historic character of the building so that, as a result, the character is diminished. Changing the storefront so that it appears residential rather than commercial in character.

Removing historic material from the storefront to create a recessed arcade.

Introducing mansard designs, wood shakes, nonoperable shutter or small-paned windows if they cannot be documented historically. Changing the location of a storefront's main entrance.

Failing to provide adequate protection of materials on a cyclical basis so that deterioration of storefront features results.

Stripping storefronts of historic material such as wood, cast iron, terra cotta, or brick.

Failing to undertake adequate measures to assure the preservation of the historic storefront.

Recommended

Repair

Repairing storefronts by reinforcing the historic materials. Repairs will also generally include the limited replacement in kind -- or with compatible substitute materials -- of those deteriorated or missing parts of storefronts where there are surviving prototypes such as transoms, kick plates, pilasters or signs.

Replace

Replacing in kind an entire storefront that is too deteriorated to repair -- if the overall form and detailing are still evident -- using the physical evidence as a model. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.

Design for Missing Historic Features

Designing and constructing a new storefront when the historic storefront is completely missing. It may be an accurate restoration using historical, pictorial and physical documentation; or be a new design that is compatible with the size, scale, material and color of the historic building.

Not Recommended

Replacing an entire storefront when repair of materials and limited replacement of its parts are appropriate.

Using substitute material for the replacement parts that does not convey the same visual appearance as the surviving parts of the storefront or that is physically or chemically incompatible.

Removing a storefront that is unrepairable and not replacing it; or replacing it with a new storefront that does to convey the same visual appearance.

Creating a false historical appearance because the replaced storefront is based on insufficient historical, pictorial or physical documentation.

Introducing a new design that is incompatible in size, scale, material and color.

Using inappropriate scaled signs and logos or other types of signs that obscure, damage or destroy remaining character-defining features of the historic building.

Building Exterior: Masonry

While masonry is among the most durable of historic buildings materials, it is also very susceptible to damage by improper maintenance or repair techniques and hard or abrasive cleaning methods.

Recommended

Identify, retain and preserve

Identifying, retaining and preserving masonry features that are important in defining the overall historic character of the building such as walls, brackets, railings, cornices, window architraves, door pediments, steps and columns and details such as tooling and bonding patterns, coating, and color.

Not Recommended

Removing or radically changing masonry features which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Replacing or rebuilding a major portion of exterior masonry walls that could be repaired so that, as a result, the building is no longer historic and is essentially new construction.

Applying paint or other coatings such as stucco to masonry that has been historically unpainted or uncoated to create a new appearance.

Removing paint from historically painted masonry.

Radically changing the type of paint or coating or its color.



1132-1138 Mission Street was altered inappropriately many years ago when the cornice was removed and the exterior was painted to cover the pattern created by the underlying brick.

Protect and maintain

Protecting and maintaining masonry by providing proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in curved decorative features.

Cleaning masonry only when necessary to halt deterioration or remove heavy soiling.

Failing to evaluate and treat the various causes of mortar joint deterioration such as leaking roofs or gutters, differential settlement of the building, capillary action, or extreme weather exposure.

Cleaning masonry surfaces when they are not heavily soiled to create a new appearance, thus needlessly introducing chemicals or moisture into historic materials.

Recommended

Carrying out masonry surface cleaning tests after it has been determined that such cleaning is appropriate. Tests should be observed over a sufficient period of time so that both the immediate and the long range effects are known to enable selection of the gentlest method possible.

Cleaning masonry surfaces with the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.

Inspecting painted masonry surfaces to determine whether repainting is necessary.

Removing damaged or deteriorated paint only to the next solid layer using the gentlest method possible (e.g., handscraping) prior to repainting.

Applying compatible paint coating systems following proper surface preparation.

Repainting with colors that are historically appropriate to the building and district.

Evaluating the overall conditions of the masonry to determine whether more than protection and maintenance are required, that is, if repairs to the masonry features will be necessary.



Brick that has been well maintained: neither painted or sandblasted.

Not Recommended

Cleaning masonry surfaces without testing or without sufficient time for the testing results to be of value.

Sandblasting brick or stone surfaces using dry or wet grit or other abrasives. These methods of cleaning permanently erode the surface of the material and accelerate deterioration.

Using a cleaning method that involves water or liquid chemical solutions when there is any possibility of freezing temperatures.

Cleaning with chemical products that will damage masonry, such as using acid on limestone or marble, or leaving chemicals on masonry surfaces.

Applying high pressure water cleaning methods that will damage historic masonry and the mortar joints.

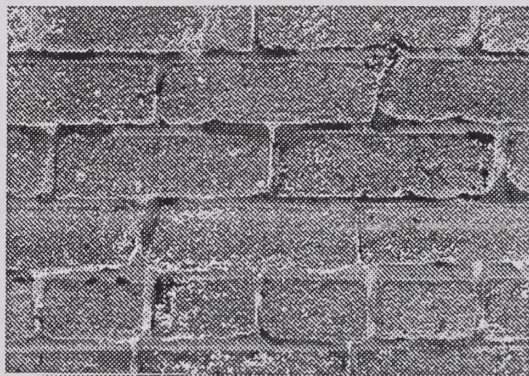
Removing paint that is firmly adhering to, and thus protecting, masonry surfaces.

Using methods of removing paint which are destructive to masonry, such as sandblasting, application of caustic solutions, or high pressure waterblasting.

Failing to follow manufacturer' product and application instructions when repainting masonry.

Using new paint colors that are inappropriate to the historic building and district.

Failing to undertake adequate measures to assure the protection of masonry features.



Brick that has been damaged by sandblasting.

Recommended

Repair

Repairing masonry walls and other masonry features by repointing the mortar joints where there is evidence of deterioration such as disintegrating mortar, cracks in mortar joints, loose bricks, damp walls, or damaged plasterwork.

Removing deteriorated mortar by carefully hand-raking the joints to avoid damaging the masonry.

Duplicating old mortar in strength, composition, color, and texture.

Duplicating old mortar joints in width and in joint profile.

Repairing stucco by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color and texture.

Cutting damaged concrete back to remove the source of deterioration (often corrosion on metal reinforcement bars). The new patch must be applied carefully so it will bond satisfactorily with, and match, the historic concrete.

Repairing masonry features by patching, piecing-in, or consolidating the masonry using recognized preservation methods. Repair may also include the limited replacement in kind -- or with compatible substitute material -- of those extensively deteriorated or missing parts of masonry features when there are surviving prototypes such as terra-cotta brackets or stone balusters.

Applying new or non-historic surface treatments such as water-repellent coating to masonry only after repointing and only if masonry repairs have failed to arrest water penetration problems.

Not Recommended

Removing nondeteriorated mortar from sound joints, then repointing the entire building to achieve a uniform appearance.

Using electric saws and hammers rather than hand tools to remove deteriorated mortar from joints prior to repointing.

Repointing with mortar of high portland cement content (unless it is the content of the historic mortar). This can often create a bond that is stronger than the historic material and can cause damage as a result of the differing coefficient of expansion and the differing porosity of the material and the mortar.

Repointing with a synthetic caulking compound.

Using a "scrub" coating technique to repoint instead of traditional repointing methods.

Changing the width or joint profile when repointing.

Removing sound stucco; or repairing with new stucco that is stronger than the historic material or does not convey the same visual appearance.

Patching concrete without removing the source of deterioration.

Replacing an entire masonry feature such as a cornice or balustrade when repair of the masonry and limited replacement of deteriorated or missing parts are appropriate.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the masonry feature or that is physically or chemically incompatible.

Applying waterproof, water repellent, or non-historic coating such as stucco to masonry as a substitute for repointing and masonry repairs. Coatings are frequently unnecessary, expensive, and may change the appearance of historic masonry as well as accelerate deterioration.

Recommended

Replace

Replacing in kind an entire masonry features that is too deteriorated to repair -- if the overall form and detailing are still evident -- using the physical evidence as a model to reproduce the feature. Examples can include large sections of a wall, a cornice, balustrade, column, or stairway. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Design for Missing Historic Features

Designing and installing a new masonry feature such as steps or a door pediment when the historic features is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material and color of the historic building.

Not Recommended

Removing a masonry features that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

Creating a false historical appearance because the replaced masonry feature is based on insufficient historical, pictorial, and physical documentation.

Introducing a new masonry feature that is incompatible in size, scale, material and color.

Building Exterior: Windows

Recommended

Identify, retain, and preserve

Identifying, retaining, and preserving windows -- and their functional and decorative features -- that are important in defining the overall historic character of the building. Such features can include frames, sash, muntins, glazing, sills, heads, hoodmolds, paneled or decorate jambs and moldings, and interior shutters and blinds.

Conducting an in-depth survey of the conditions of existing windows early in rehabilitation planning so that repair and upgrading methods and possible replacement options can be fully explored.

Not Recommended

Removing or radically changing windows which are important in defining the historic character of the building so that, as a result, the character is diminished.

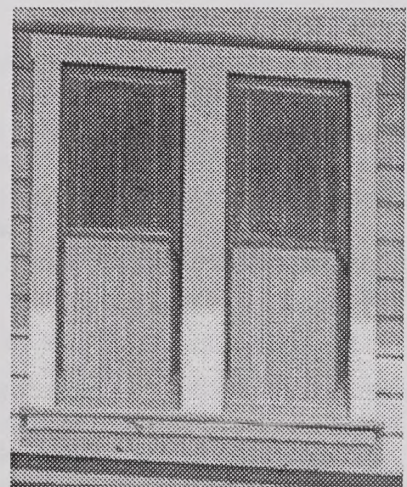
Changing the number, location, size or glazing pattern of windows, through cutting new openings, blocking-in windows, and installing replacement sash that do not fit the historic window opening.

Changing the historic appearance of windows through the use of inappropriate designs, materials, finishes, or colors which noticeably change the sash, depth of reveal, and muntin configuration; the reflectivity and color of the glazing; or the appearance of the frame.

Obscuring historic window trim with metal or other material.

Stripping windows of historic material such as wood, cast iron, and bronze.

Replacing windows solely because of peeling paint, broken glass, stuck sash, or high air infiltration. These conditions, in themselves, are no indication that windows are beyond repair.



Like storefront display windows on the ground floor, upper floor windows help define the character of each building.

Recommended

Protect and maintain

Protecting and maintaining the wood and architectural metal which comprise the window frame, sash, muntins, and surrounds through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems.

Making windows weather tight by recaulking and replacing or installing weatherstripping. These actions also improve thermal efficiency.

Evaluating the overall conditions of materials to determine whether more than protection and maintenance are required, i.e., if repairs to windows and window features will be required.

Repair

Repairing window frames and sash by patching, splicing, consolidating or otherwise reinforcing. Such repair may also include replacement in kind of those parts that are either extensively deteriorated or are missing when there are surviving prototypes such as architraves, hoodmolds, sash, sills, and interior or exterior shutters and blinds.

Replace

Replacing in kind an entire window that is too deteriorated to repair using the same sash and pane configuration and other design details. If using the same kind of material is not technically or economically feasible when replacing windows deteriorated beyond repair, then a compatible substitute material may be considered.

Design for Missing Historic Features

Designing and installing new windows when the historic windows (frames, sash and glazing) are completely missing. The replacement windows may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the window openings and the historic character of the building.

Not Recommended

Failing to provide adequate protection of materials on a cyclical basis so that deterioration of the windows results.

Retrofitting or replacing windows rather than maintaining the sash, frame and glazing.

Failing to undertake adequate measures to assure the protection of historic windows.

Replacing an entire window when repair of materials and limited replacement of deteriorated or missing parts are appropriate.
Failing to reuse serviceable window hardware such as brass sash lifts and sash locks.

Using substitute materials for the replacement part that does not convey the visual appearance of the surviving parts of the window or that is physically or chemically incompatible.

Removing a character-defining window that is unrepairable and blocking it in; or replacing it with new window that does not convey the same visual appearance.

Creating a false historical appearance because the replaced window is based on insufficient historical, pictorial, and physical documentation.

Introducing a new design that is incompatible with the historic character of the building.

Recommended

Alterations/Additions for the New Use

Designing and installing additional windows on rear or other non-character-defining elevations if required by the new use. New window openings may also be cut into exposed party walls. Such design should be compatible with the overall design of the building, but not duplicate the fenestration pattern and detailing of a character-defining elevation.

Providing a setback in the design of dropped ceilings when they are required for the new use to allow for the full height of the window openings.

Not Recommended

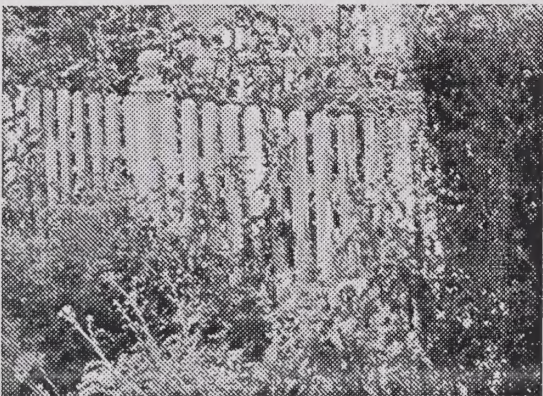
Installing new windows, including frames, sash, and muntin configuration, that are incompatible with the building's historic appearance or obscure, damage, or destroy character-defining features.

Inserting new floors or furred-down ceilings which cut across the glazed areas of windows so that the exterior form and appearance of the windows are changed.

Building Exterior: Wood

Recommended

Identifying, retaining, and preserving wood features that are important in defining the overall historic character of the building such as siding, cornices, brackets, window architraves, and doorway pediments; and their paints, finishes and colors.



Not Recommended

Removing or radically changing wood features which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Removing a major portion of the historic wood form a facade instead of repairing or replacing only the deteriorated wood, then reconstructing the facade with new material in order to achieve a uniform or "improved" appearance.

Radically changing the type of finish or its color or accent scheme so that the historic character of the exterior is diminished.

Stripping historically painted surfaces to bare wood, then applying clear finishes or stains in order to create a "natural look."

Stripping paint or varnish to bare wood rather than repairing or reapplying a special finish, i.e., a grained finished to an exterior wood feature such as a front door.



Wood features, both on the house and in the yard, add to the overall definition of a bungalow's character.

Recommended***Protect and maintain***

Protecting and maintaining wood features by providing proper drainage so that water is not allowed to stand on flat, horizontal surfaces for accumulate in decorative features.

Applying chemical preservatives to wood features such as beam ends or outriggers that are exposed to decay hazards and are traditionally unpainted.

Retaining coatings such as paint that help protect the wood from moisture and ultraviolet light. Paint removal should be considered only where there is paint surface deterioration and as part of an overall maintenance program which involves repainting or applying other appropriate protective coatings.

Inspecting painted wood surfaces to determine whether repainting is necessary or if cleaning is all that is required.

Removing damaged or deteriorated paint to the next sound layer using the gentlest method possible (handscraping and hand-sanding) then repainting.

Using with care electric hot-air guns on decorative wood features and electric heat plates on flat wood surfaces when paint is so deteriorated that total removal is necessary prior to repainting.

Using chemical strippers primarily to supplement other methods such as handscraping, handsanding, and the above-recommended thermal devices. Detachable wooden elements such as shutters, doors, and columns may -- with proper safeguards -- be chemically dip-stripped.

Not Recommended

Failing to identify, evaluate and treat the causes of wood deterioration, including faulty flashing, leaking gutters, cracks and holes in siding, deteriorated caulking in joints and seams, plant material growing too close to wood surfaces, or insect or fungus infestation.

Using chemical preservatives such as creosote which can change the appearance of wood features unless they were used historically.

Stripping paint or other coatings to reveal bare wood, thus exposing historically coated surfaces to the effects of accelerated weathering.

Removing paint that is firmly adhering to, and thus, protecting wood surfaces.

Replacing an entire wood feature such as a cornice or wall when repair of the wood and limited replacement of deteriorated or missing parts are appropriate.

Using substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the wood feature or that is physically or chemically incompatible.

Using destructive paint removal methods such as propane or butane torches, sandblasting or water blasting. These methods can irreversibly damage historic woodwork.

Using thermal devices improperly so that the historic woodwork is scorched.

Failing to neutralize the wood thoroughly after using chemicals so that new paint does not adhere.

Allowing detachable wood features to soak too long in a caustic solution so that the wood grain is raised and the surface roughened.

Recommended

Applying compatible paint coating systems following proper surface preparation.

Repainting with colors that are appropriate to the historic building and district.

Evaluating the overall condition of the wood to determine whether more than protection and maintenance are required, that is, if repairs to wood features will be necessary.

Repair

Repairing wood features by patching, piecing-in, consolidating, or otherwise reinforcing the wood using recognized preservation methods. Repair may also include the limited replacement in kind -- or with compatible substitute material -- of those extensively deteriorated or missing parts of features where there are surviving prototypes such as brackets, moldings, or sections of siding.

Replace

Replacing in kind an entire wood feature that is too deteriorated to repair -- if the overall form and detailing are still evident -- using the physical evidence as a model to reproduce the feature. Examples of wood features include a cornice, entablature or balustrade. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Design for Missing Historic Features

Designing and installing a new wood feature such as a cornice or doorway when the historic feature is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material and color of the historic building.

Not Recommended

Failing to follow manufacturers' product and application instructions when repainting exterior woodwork.

Using new colors that are inappropriate to the historic building or district.

Failing to undertake adequate measures to assure the protection of wood features.

Replacing an entire wood feature such as a cornice or wall when repair of the wood and limited replacement of deteriorated or missing parts are appropriate.

Using substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the wood features or that is physically or chemically incompatible.

Removing an entire wood features that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

Creating a false historical appearance because the replaced wood features is based on insufficient historical, pictorial, and physical documentation.

Introducing a new wood feature that is incompatible in size, scale, material and color.

Building Exterior: Entrances and Porches

Recommended

Identify, retain and preserve

Identifying, retaining and preserving entrances -- and their function and decorative features -- that are important in defining the overall historic character of the building such as doors, fanlights, sidelights, pilasters, entablatures, columns, balustrades, and stairs.

Protect and maintain

Protecting and maintaining the masonry, wood, and architectural metal that comprise entrances and porches through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems.

Evaluating the overall conditions of materials to determine whether more than protection and maintenance are required, that is, if repairs to entrance and porch features will be necessary.

Not Recommended

Removing or radically changing entrances and porches which are important in defining the overall historic character of the building, so that, as a result, the character is diminished.

Stripping entrances and porches of historic material such as wood, cast iron, terra cotta tile, and brick.

Removing an entrance or porch because the building has been re-oriented to accommodate a new use.

Cutting new entrances on a primary elevation.

Altering utilitarian or service entrances so they appear to be formal entrances by adding paneled doors, fanlights, and sidelights.

Failing to provide adequate protection to materials on a cyclical basis so that deterioration of entrances and porches results.

Failing to undertake adequate measures to assure the protection of historic entrances and porches.

Recommended

Repair

Repairing entrances and porches by reinforcing the historic materials. Repair will also generally include the limited replacement in kind -- or with compatible substitute material -- of those extensively deteriorated features where there are surviving prototypes such as balustrades, cornices, entablatures, columns, sidelights, and stairs.

Replace

Replacing in kind an entire entrance or porch that is too deteriorated to repair -- if the form and detailing are still evident -- using the physical evidence as a model to reproduce the feature. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Designing for Missing Historic Features

Designing and constructing a new entrance or porch when the historic entrance or porch is completely missing. It may be a restoration based on historical, pictorial, or physical documentation; or be a new design that is compatible with the historic character of the building.

Alternations/Additions for the New Use

Designing enclosures for historic porches when required by the new use in a manner that preserve the historic character of the building. This can include using large sheets of glass and recessing the enclosure wall behind existing scrollwork, posts, and balustrades.

Designing and installing additional entrances or porches when required for the new use in a manner that preserve the historic character of the buildings, i.e., limiting such alternation to non-character-defining elevations.

Not Recommended

Replacing an entire entrance or porch when the repair of materials and limited replacement of parts are appropriate.

Using a substitute material for the replacement parts that does not convey the visual appearance of the surviving parts of the entrance and porch or that is physically or chemically incompatible.

Removing an entrance or porch that is unrepairable and not replacing it; or replacing it with a new entrance or porch that does not convey the same visual appearance.

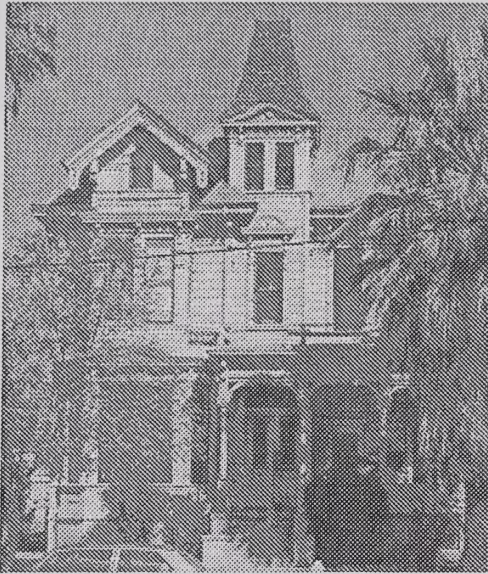
Creating a false historical appearance because the replaced entrance or porch is based on insufficient historical, pictorial, and physical documentation.

Introducing a new entrance or porch that is incompatible in size, scale, material, and color.

Enclosing porches in a manner that results in a diminution or loss of historic character such as using solid materials such as wood, stucco, or masonry.

Installing secondary service entrances and porches that are incompatible in size and scale with the historical building or obscure, damage or destroy character-defining features.

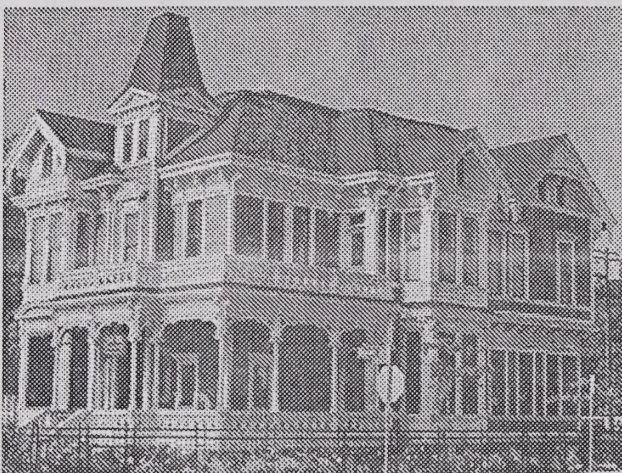
The following illustrates a successful example of designing for missing features.



The front porches and other elements on this historic building had been completely destroyed.



A old photograph that showed the house in its original form, including the porches, was found.



Based on that photograph, the porches and other elements were replace in kind.

8.5 SEISMIC REINFORCEMENT OF UNREINFORCED MASONRY BUILDINGS

This section provides guidelines for the reinforcement of unreinforced masonry buildings. Most unreinforced masonry buildings in the Specific Plan Area already have been bolted. This section provides guidelines for those that have not been reinforced and for additional reinforcement of those that have been bolted.

Reinforcement of unreinforced masonry buildings as required by Section 7.2 should adhere to the following guidelines:

1. Exposed anchor bolts should not be used on facades that are visible from Mission Street or other public rights-of-way.
2. Exposed anchor bolts are permitted on the facades that are not visible from Mission Street or other public rights-of-way provided they are equally spaced, as close to the same elevation as possible (creating a straight line), and their plates are turned at a consistent angle and painted to match the surrounding wall material.
3. Window and door openings should not be filled.
4. Existing parapets should not be removed and parapet braces should not be visible from public rights-of-way.
5. Interior rigid frames which do not block windows are preferred.
6. K braces, which are typically visible through windows, or window braces may be acceptable, subject to approval of the Cultural Heritage Commission and the Design Review Board.

8.6 GUIDELINES APPLICABLE TO ALL PROJECTS

The following guidelines apply to all Projects except Historic Resources, to which only the sign and awning guidelines should be applied at the discretion of the Cultural Heritage Commission.

8.6.1 Signs

Intent

Signs are critical to any commercial district, especially an historic one. A good sign program can reinforce and enhance the character of the district as a whole and individual businesses.

The intent of the Specific Plan is to encourage an "symphony" of signs -- diverse signs that express the unique character of each business and each building and, at the same time, work together to produce an harmonious composition. Signs that work together can advertise both the individual businesses and the district as a whole.

To do that, the Specific Plan provides flexibility within a framework of common elements. The sign standards in Chapter 7 establish that framework. These guidelines offer suggestions regarding the design of signs. These are only suggestions; unique and create designs that differ from those illustrated below are encouraged.

Business and Building Sign Programs

Each business should have a group of signs that work together to advertise it and that work with the rest of the building's signs to complement the building's design. Thus, it may be appropriate, especially for buildings with more than two or three storefronts, to establish a common sign program for Awning and Facia Band Signs, like the Mission Hotel's, with more flexibility for Window and Blade Signs.

Sign Contents

Awning and Facia Band Signs typically contain the name and optionally an icon or symbol that represents the business. *Window Signs* may contain other information regarding goods or services provided, provided the signs do not cover more of the window than is specified in Chapter 7. *Blade Signs* are encouraged to contain an icon as the sole or primary element with the business name as an optional secondary element. *Directory Plate Signs* will typically identify professional service businesses located on a second floor. Similarly, *Monument Signs* in the Specific Plan Area will identify professional offices located in converted residences.

Sign Design: Districts A and B Storefronts

Awning Signs. Awning Signs located along the lower edge of storefront awnings are encouraged for several reasons:

- They already are established as a thematic element in the Historic Core area.
- They are compatible with street trees -- they can be seen by motorists and pedestrians beneath the tree canopies.



Awning Signs on the Mission Hotel are visible to motorists and pedestrians. They have 8" letters located on the lower edge of the awning and can be seen beneath tree canopies.

The Awning Sign dimensions in Chapter 7 are based on and are consistent with existing awning signs in the Specific Plan Area. Extremely heavy type faces that fill up the sign area should be avoided. Although they are not historically incorrect (some of the original signs in the Specific Plan Area were less than attractive, e.g., see the Alexander and Graham Buildings in Figure 16), a more graceful expression is desirable. For example, this typeface may be too "heavy handed" if it occupies 90 percent of the awning's length:

MISSION STREET BAR & GRILL

A lighter type face and initial capital letters only would be more appropriate:

Mission Street Bar & Grill

Facia Band Signs. Signs located directly above the storefront bay are common in storefront buildings, although they were not commonly used in the Specific Plan Area. Good examples can be found in Old Town Pasadena.

In masonry buildings, the band on which the business name is located is often formed by a horizontal band course of bricks, which extends a few inches from the facade, just above the transom window and a second band course or cornice located below the second story windows. This band is typically less than a foot high. The letters are usually "cut out", i.e., individual, dimensional letters of metal, wood, or synthetic material, rather than painted or flat letters or a solid panel. Neon would be appropriate for a Band Sign as well. On a wood storefront, painted letters on the facia band would be appropriate.



Cut-out letter facia band signs with awning signs.



Facia Band Signs -- one panel per bay.



Cut out letters between two band courses.



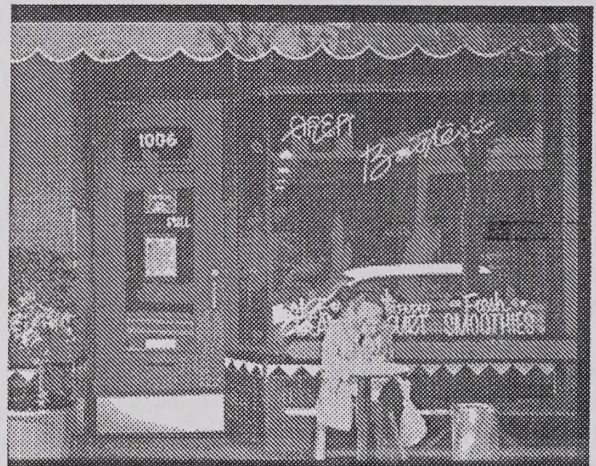
A wood storefront with a Facia Band Sign (as well as Window Signs and a Blade Sign).

Window Signs. Window signs were often used in storefront buildings in the Specific Plan Area, as the historical photographs in Figure 16 illustrate. They are particularly useful in arched windows where facade band signs and awning signs may be awkward, e.g., the former bank building on El Centro.

Historically window signs were hand-painted, frequently in gold. Today, vinyl or any other applied material that has the same appearance as paint are also appropriate. In addition, neon may be used, subject to approval by the DRB. The neon signs in Buster's windows are good examples of neon signs that are appropriate for the Specific Plan Area.



A window sign in an arched window.



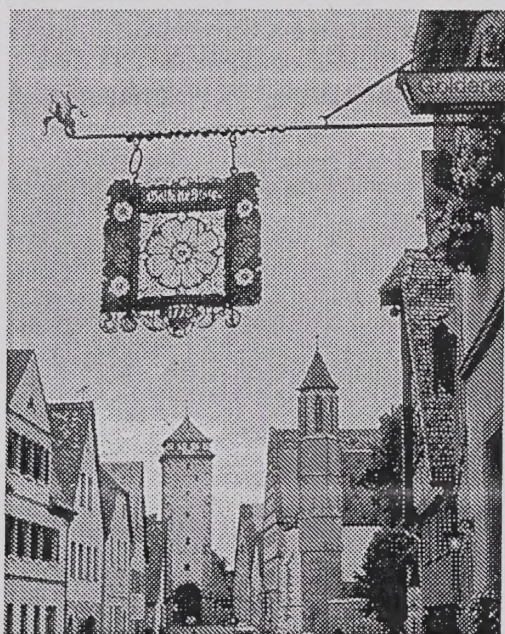
The tasteful neon window signs at Buster's are visible day and night and provide color and interest to the streetscape.

Blade Signs. Blade Signs which are perpendicular to the storefront, typically hanging from poles attached to the columns between storefront bays. Blade Signs have been used for centuries in storefront buildings; historically they most often consisted only of an icon representing the goods or services provided, with no words. Recently they have been modified to include both an icon and the business name, with the business name as a secondary element. Lighting can be incorporated into the Blade Sign as illustrated below. Because they are intended primarily for pedestrians walking along the sidewalks, Blade Signs are relatively small in size. They are typically colorful and provocative, adding interesting to the streetscape.

Buster's provides a good example of a Blade Sign. Other examples are illustrated below.



The blade sign at Buster's includes an "icon" -- a coffee cup -- that describes the service provided as well, or better, than words. Icon Blade Signs are encouraged.



A series of blade signs can provide rhythm.

Sign Design: Districts A & B Second Floor Business Signs

Businesses located entirely on the second floor are typically professional offices, rather than retail or restaurant uses. (Of course, retail and restaurant uses may be located on the second floor if they are extensions of first floor businesses.) Professional offices do not require the same signs as retail and restaurant uses. In many commercial districts, buildings with second-floor businesses are permitted to have only a directory plate next to the ground floor entrance to the second floor with the names of the upstairs tenants. In the Specific Plan Area second floor businesses are also permitted to have window or fascia band signs.

Each second floor business may have a window sign that occupies up to 25% of the area of one window or, if the windows are grouped into twos or threes, a business may have a band sign over the window group. Appropriate materials are the same as for ground floor business signs.

District C: Residential Conversions

Residences that have been converted into office space need signs. Three choices are available: a freestanding Monument Sign in the front yard, like the sign at 1000 Mission Street; a window sign; or a Directory Plate next to the door.

The Monument Sign dimensions in the sign standards in Chapter 7 were based on the sign at 1000 Mission Street. It is a good example of an appropriate Monument Sign. Appropriate materials for Monument Signs include painted or engraved wood.

8.6.2 Facade and Window Treatments

Awnings

Awnings can add to the richness of the storefront, especially on simple buildings or where ornamentation has been removed. Historically, awnings were more frequently used on the north side of the street where they provided shade, they were also used on the south side as ornamentation. At the turn-of-the-century awnings were often operable (see the Victorian hotel building in Figure 14 with its awning drawn). In subsequent years, fixed awnings were used. It is anticipated that awnings installed today will be fixed for both structural and practical reasons.

Awnings are encouraged, provided they meet the following requirements:

- **Uniformity.** On an individual building, the awnings should be uniform.
- **Location.** At the ground floor, there should be one awning for each storefront bay, which extends the length of the transom. There should be a break between bays that correspond to the solid columns between the bays. The awning should cover only the transom and should not block the display windows when viewed from across the street. It should extend no more than four feet from the face of the building.

On the second floor, awnings should correspond to window groups. They should cover no more than the upper third of the windows when viewed from across the street and should extend no more than four feet from the face of the building.

- **Materials.** Awnings should be made of fire-retardant acrylic-coated or natural canvas and should be replaced when they become faded or visibly worn. Aluminum, vinyl and back-lighted awnings are prohibited.

Facade Lighting

Light fixtures attached to a building's facade can illuminate signs and window displays and can supplement sidewalk lighting. Like all building elements, facade light fixtures should be appropriate to the building's style. For example, Vernacular Commercial buildings historically were often lighted by metal gooseneck fixtures, like those on the Mission Hotel.



Fixtures appropriate to a Spanish Colonial building.

Display Windows

As the development standards in Chapter 7 specify, windows must be transparent -- reflective glass is not appropriate. The display windows should display the merchandise or dining area. Large "sale" signs and other written materials in the interior of the shop that can be seen from the street are inappropriate. (See Temporary Signs in the Section 7.6.1 for permitted sale signs.)



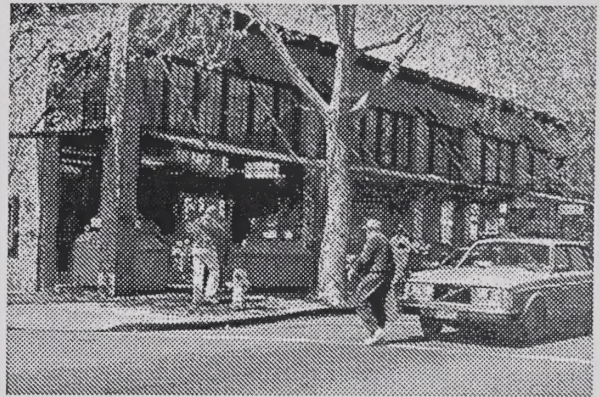
Display windows provide a showcase for merchandise or services.

Inset Storefronts

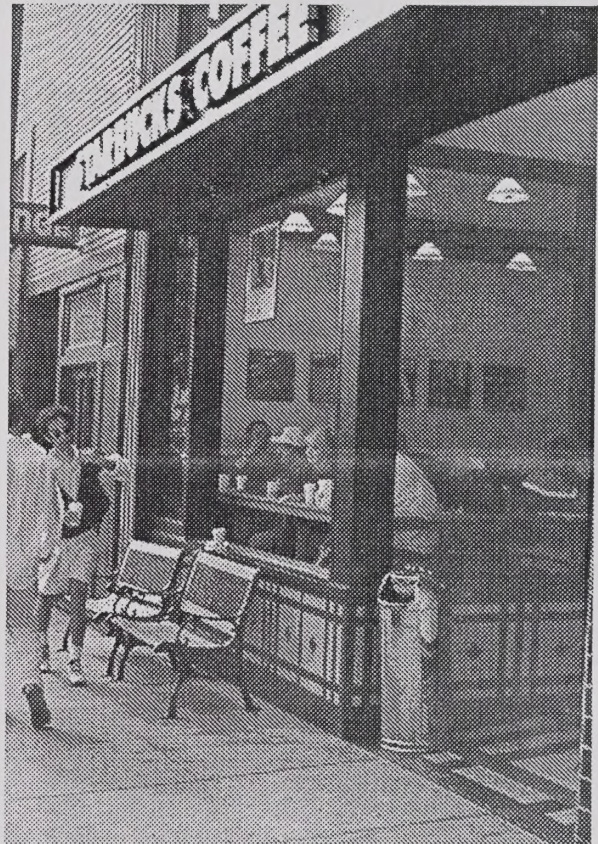
The development standards encourage inset storefronts that provide an open area for outdoor dining along the sidewalk. Windows that open completely during good weather are also encouraged.



An inset storefront creates an outdoor dining area, expanding the narrow sidewalk.



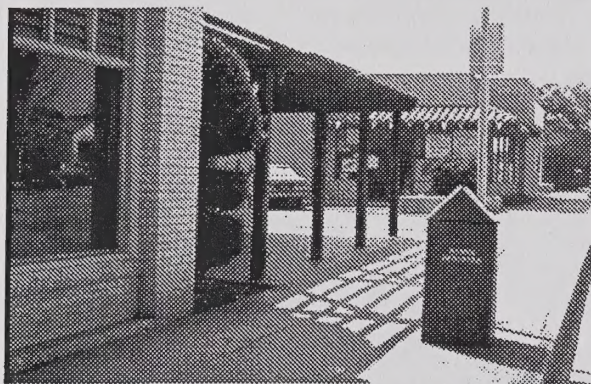
Storefronts with doors that open entirely to the sidewalk can also work, in this case for a market, and also for restaurants.



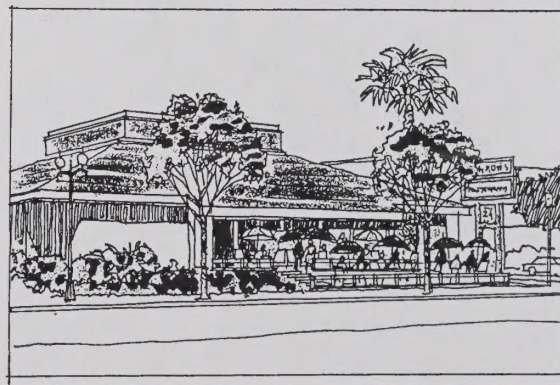
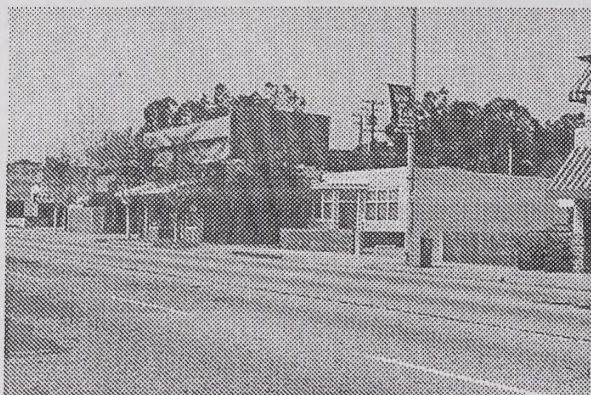
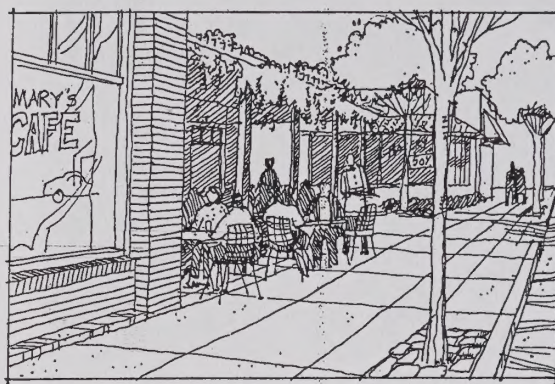
Storefront windows that open to the sidewalk are also appropriate for restaurants and cafes.

Facade and Street Frontage Improvements: Existing Buildings

Where possible, the facades of existing buildings should be remodeled, consistent with the above design guidelines. In addition to facade remodels, the street frontage of existing buildings can be improved to support pedestrian activity along the sidewalk and to make the street more attractive. Sidewalk activity, primarily outdoor dining, and landscaping are two key ways to improve the street frontages of existing buildings.



Sidewalk Activity. Activity along the front of the building makes the shops look busy and encourages people to stop. Many of the ideas described above -- display windows, sidewalk cafes, inset or open storefronts -- create activity. Landscaping, such as flower pots and vines on trellis reinforce this activity. The following are examples of how adding outdoor dining can create activity along the sidewalk.



Landscaping. Landscaping can help buildings that are not storefronts fit in better. The following are examples of how a small amount of



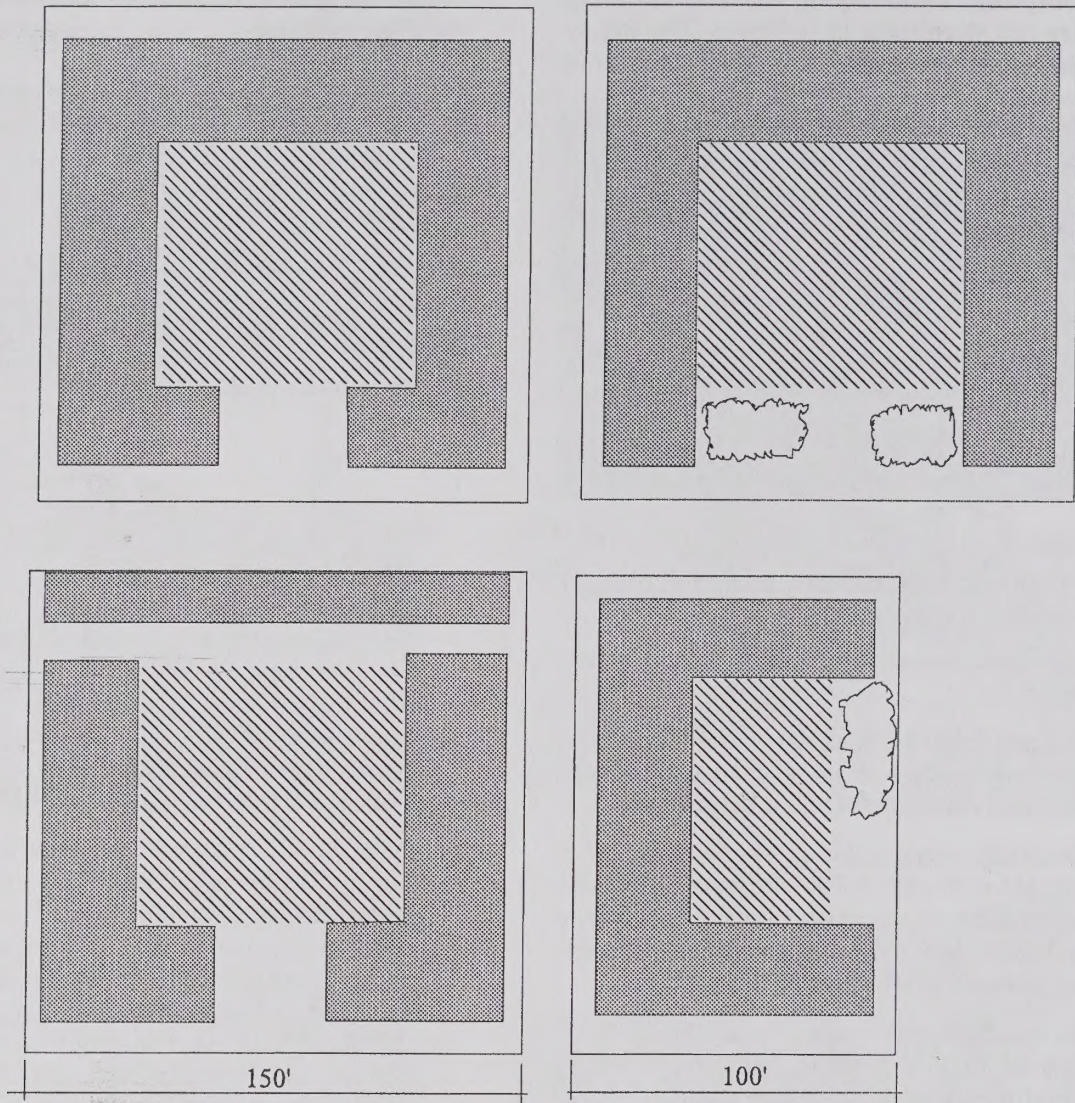
landscaping can improve the appearance of an existing building.



8.6.3 Outdoor Open Space in Residential or Mixed Use Projects

The required central courtyard or courtyards should be:

1. At least 2,000 SF in size, but not larger than 4,500 square feet. If larger than 4,500 square feet, two courtyards should be provided.
2. Generally rectangular in shape, e.g., 50' x 80', 45' x 75', 40' x 70'. Private patios and balconies may encroach into the courtyards provided that the courtyard dimensions are not reduced to less than 30' x 65'.
3. Enclosed on three sides for a minimum of 75% of its perimeter by buildings, garden structures, e.g., trellises, or relatively solid linear landscaping, e.g., a hedge.
4. Open to or visible from the street through a minimum 15-foot wide opening which is open to the sky and which may be fenced with a primarily transparent material, e.g., wrought iron or ornamental metal.
5. For entirely residential projects, not more than 5 feet above grade, measured at the sidewalk onto which the courtyard opens or is visible, except that, where an additional level of parking is provided through City financing. In that case and in mixed-use projects, the courtyard may be more than 5 feet above grade. Where the courtyard is above grade, it should be visible from accessible by wide steps from the street.
6. At least 30% planted. At least one 24-inch box or larger tree per 1,000 square feet of courtyard or fraction thereof which will reach a mature height of at least 30 feet should be provided. Walls that retain soil should be no more than 2 feet high adjacent to paved areas. Areas around trees may be bermed up and retained to provide greater depth.
7. Attractively paved. All unlandscaped areas should be paved; exposed elastomeric coating should not be permitted. Walkways 4 feet or less in width through landscaped areas may be paved with poured-in place concrete which is scored or otherwise divided. Larger areas should be paved with unit pavers not more than 24"x 24" in size.



8.6.4 Screening of Unattractive Elements From Adjacent Residences

Parking and Loading Areas

Where a surface parking lot or structure or a loading or automobile service area abuts a residentially zoned or used parcel, a 7-foot wall constructed of masonry or other durable material, compatible with the building design, should be located along the property line between the two uses. If the wall is of brick or concrete block, it should be given a smooth stucco finish if the adjacent residential property owner(s) so request. An alternate material may be used

provided it is durable and is approved by the adjacent property owner(s).

Trash Storage

Trash storage areas must be enclosed on three sides and trash receptacles must be covered at all times.

Hours for Deliveries and Trash Collection

Truck deliveries and trash collection are prohibited between the hours of 11 p.m. and 7 a.m. to reduce noise impacts on adjacent residences and mixed use projects.

8.6.5 Landscaping

General

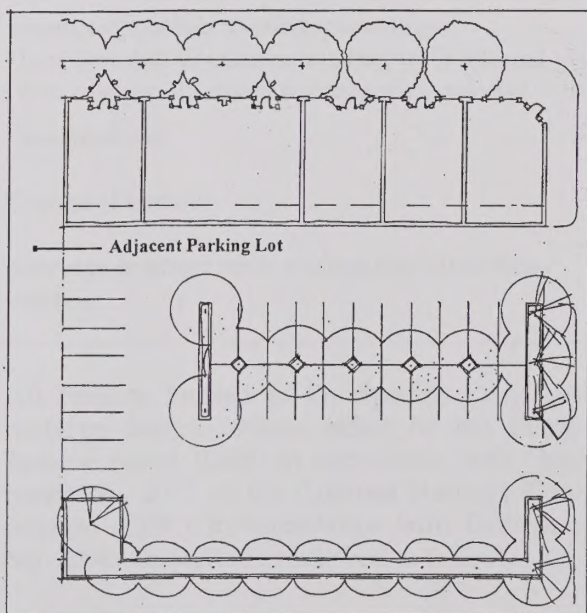
Plant Materials. The use of deciduous trees and flowering trees, shrubs and ground cover and drought tolerant plants are encouraged.

Relationship of Landscaping to Buildings. Incorporating landscaping into building design is also encouraged provided it is appropriate to the particular building style. Window boxes generally appropriate for most storefront styles. Trellises and arbors are generally appropriate existing buildings which are not historic resources, residential buildings and the residential parts of mixed use buildings

Shading of the west and east sides of buildings is desirable. Such shading can be provided by street trees for the storefronts fronting on Mission Street and by a combination of street trees and perimeter landscaping on other street.

Landscaping on Structure. Where landscaping is located on a structure, e.g., residential open space over a parking structure:

- Soil should be of a mix that will not settle more than 1 inch per foot.
- Irrigation lines should be placed on the floor of planters or attached to wall to prevent breakage due to settling of soil.



Parking lots should be landscaped around the perimeter except where they are adjacent to another parking lot.

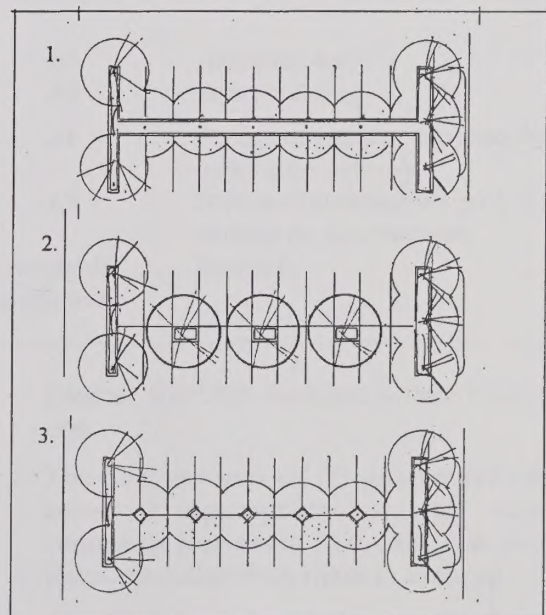
Parking Lot Landscaping

The objectives of parking lot landscaping are to 1) shade parking lots and parked cars during the summer and fall to reduce heat gain, and 2) make those parking lots more attractive when viewed from adjacent buildings and from the street. Trees with broad canopies must be provided between rows of parking spaces, as well as around the perimeter. These trees should eventually achieve a continuous canopy along the perimeter and rows.

Internal Parking Lot Landscaping. Trees can be provided between rows in one or more of the following ways as illustrated on the following page (the goal is to provide as much unpaved area as possible around trees, so these dimensions are minimum and should be increased where feasible):

1. A continuous landscape strip at least 5 feet wide. This is the preferred approach as it better for the trees and enables them to grow larger than in a small tree well.
2. Tree wells at least 8 feet wide and 3 feet deep between compact and standard rows.
3. Tree wells at least 5 feet square placed diagonally between spaces with an additional 3-foot wide band of turf block or other porous material designed to support vehicles.

Ground cover should be planted around trees in the planting strip. Ground cover or decomposed granite or gravel should cover tree wells.



Shade trees between rows can be planted in several different way.

9.0 PROJECT REVIEW PROCEDURE

Table 11 summarizes the actions to which the Specific Plan's Development Standards and Design Guidelines apply. The first column lists the actions for which an applicant must obtain approval from the City. The particular changes to a building or site proposed by an applicant are referred to as the "Project."

The second column identifies which standards and guidelines apply to the Project proposed under that action. The standards -- with which a Project must comply -- are contained in Chapters 4 through 7 (pages 31 to 48) of this Specific Plan.

The guidelines -- which offer direction on how to design a building and site to achieve the intent of the Specific Plan -- are contained in Chapter 8 (pages 49 through 92).

The third column identifies the portion of the building or site to which the standards and guidelines apply. For example, for a minor addition to an existing building (i.e., less than 20% of the floor area of the existing building), the standards and guidelines apply only to the addition and to the parking required to serve it. For a larger addition, the entire building, site and parking must conform to the Specific Plan, just like a new building.

Table 12 Overview of Projects Subject to Specific Plan

Action	Which Standards and Guidelines Apply?	To Which Part of the Building and Site?
New building	All	Entire building/site/parking
Addition to existing building:		
Less than 20% of existing building's floor area	All	Building addition and parking for it
20% or more of existing building's floor area	All	Entire building/site/parking
Structural alterations to existing buildings excluding seismic upgrades:		
Less than 20% of existing building's floor area	All	Alteration only
20% or more of existing building's floor area	All	Entire building/site/parking
Exterior alterations to existing buildings:		
Less than 20% of exterior building walls affected	All	Alteration only
20% or more of exterior building walls affected	All	Entire building
Change of use	All	Portion of building occupied by and parking for new use
Change of business	All	Portion of building occupied by and parking for new business
New sign or alteration to existing sign other than painting	Sign standards and guidelines	Sign only

All Projects located in the Specific Plan Area undergo design review, either by the Design Review Board (DRB) in accordance with Ordinance No. 2001 or the Cultural Heritage Commission (CHC) in accordance with Ordinance No. 2004. Projects are reviewed as follows:

1. The CHC provides design review on designated landmarks and contributing properties within the Mission West Historic Business

District; the DRB does not review these projects.

2. The CHC reviews all (?) projects for Certificates of Appropriateness with advisory comments forwarded to the DRB on Historic Resources other than those in 1. above.
3. The DRB provides design review for new construction and non-Historic Resources and for Historic Resources other than those in 1.

above after a Certificate of Appropriateness has been granted by the CHC.

4. The CHC provides design review for new construction in the Mission West Historic Business District and may exercise the option of DRB joint review.

These reviews will be guided by the design guidelines in Chapter 8. It is recommended that these guidelines be adopted by the CHC pursuant to Section 2.73A-13.13 of Ordinance No. 2004 and by the DRB.

Applicants are encouraged to meet with the DRB and CHC during the very preliminary design phase of a Project for an informal concept review.

All formal submittals to the DRB or CHC must include the following:

- An elevation of the Project drawn in the context of the Block Face in which it is located and the block face directly across the street at a minimum of 1/8"=1'0".
- A massing model at 1/8"=1'0" that fits into the City's model.

The conditions of Project approval imposed by the DRB and/or CHC will be attached to the Building Permit. Final sign-off on a Building Permit will not be granted until the Project complies with all DRB and CHC conditions, as determined by the Building Inspector. A copy of the Building Inspector's verification that all conditions have been met will be forwarded to the DRB or CHC following final inspection and prior to issuance of the Certificate of Occupancy.



Part 4 Business Improvement District/City Guidelines

10.0 AREAWIDE IMPROVEMENTS

The following is a summary of recommended public improvements, based on an evaluation of a wide range of alternatives and supported by the SPAC. The analysis of financing options, summarized in Chapter 11, includes these recommended improvements.

10.1 CENTRAL PARKING FACILITY

Background

In the short term, existing curbside and off-street parking is adequate to serve the Specific Plan area. However, in the longer term, with the operation of the Blue Line and increased commercial activity, centralized parking facility will be essential to the success of Mission Street and the Blue Line Station. Centralized parking will serve Historic Resources that lack adequate on-site parking, Blue Line patrons during the day and restaurant and other business customers on weekends and evenings.

Centralized parking will require a combination public and private efforts and of financial resources. Several potential sites and alternative types of parking have been identified.

Location Criteria

If possible, the selected site(s) should:

1. Not be located directly on Mission Street although it may be located behind storefront buildings located on Mission Street;
2. Be within about 1,000 feet of the Blue Line platform;
3. Provide a path of travel to the Blue Line platform that passes through the commercial district and specifically along Mission Street;
4. Provide between 100 and 200 spaces on as few different sites as possible.

Possible Types of Central Parking

Possible types of central parking, in order of desirability, include:

1. Acquisition by the City of one or more surface lots, which alone or with adjacent sites, could provide about 150 spaces. In the short term the City may consider leasing an existing parking lot or lots;

2. Construction of an additional subterranean or partially subterranean level of parking by the City in conjunction with a private development project on a Bonus Site;
3. Construction of additional public parking on a series of Bonus Sites.

Potential Financing Sources

Potential financing sources include a combination of the following: an assessment district, tax increment generated by designating the Specific Plan area as a Redevelopment Area alone or in combination with the existing Redevelopment Area, in-lieu fees by new development, General Fund and other funding sources, e.g., the MTA. It is anticipated that all of the above sources will be required to finance both the parking facility and recommended streetscape improvements.

City Policies Regarding Central Parking

The City shall actively pursue the implementation of a central parking facility or facilities, including the following:

- In the short-term the City shall facilitate the use of existing under-utilized surface parking lots for public parking, e.g., through provision of liability insurance.
- In the longer term the City shall purchase a surface parking site or finance additional parking in conjunction with a private development project.

10.2 OTHER CITY PARKING AND TRANSPORTATION POLICIES

1. The City shall eliminate red curbs wherever possible in the Specific Plan Area, replacing them with curbside parking, including red curbs along Diamond Avenue at the Library.
2. A raised median which would interfere with parades and temporary exhibits shall not be permitted on Mission Street at its intersection with Meridian Avenue. Other means of preventing vehicles from crossing the light rail tracks when trains are in the vicinity, e.g., four rather than two cross arms, should be used.

3. The City shall facilitate the consolidation of the rear portions of lots that front on Mission Street for use as parking and the provision of easements through one parking lot to an adjacent parking lot or lots. The City will work with merchants and property owners to assist in the provision of such parking and easements.
4. Streets in the Specific Plan Area are, first and foremost pedestrian streets. Therefore, no actions shall be taken to diminish the pedestrian-serving characteristics of the streets. Specifically:
 - Under no circumstances shall the width of the sidewalks be reduced, nor shall corner radii be increased.
 - Signals shall provide "walk" sequences adequate in length to permit pedestrians to cross the street.
User-activated "walk" cycles shall be eliminated; that is, a "walk" sequence shall be provided in every signal cycle.
5. The City shall provide bicycle routes, secure bicycle parking at the Blue Line station and convenient bicycle parking near shops along Mission Street to encourage bicycle use.
6. The City shall explore the potential for a commuter and shopping shuttle that will provide door-to-station access for local residents during commute hours and access to Mission Street and Fair Oaks Avenue shopping districts at other times including week-ends.

10.3 UTILITIES

The City shall make every effort to achieve the following:

1. Install pedestrian-scale, historic street lights on Mission Street.
2. Increase water pressure system-wide to reduce the need for on-site pumps in order to encourage mixed use and second-floor office development.
3. Continue undergrounding utilities.

10.4 STREETScape ELEMENTS

Short Term Streetscape Improvements

The following are relatively low in cost and can be installed easily and incrementally either by individual property owners and merchants or by the BID.

1. Policies

Permit outdoor dining along any sidewalk provided a clear path four feet wide that can be easily traveled by a person in a wheelchair is maintained at all times.

2. Events

Consider a farmers' or crafts market and seasonal sidewalk sales on a regular basis in the Core Area.

3. Trash Receptacles, Planters and Benches

Select a standard design for trash receptacles and benches in the Specific Plan Area. Initially, individual merchants and property owners install them. Later, they could be financed by the BID for the Core and East Areas and, eventually for the entire street. Due to the cost of planting, it is recommended that individual merchants maintain their own planters.

Selected street furniture should have an historical feel. Trash receptacles may be cast iron (or metal that has the same appearance) and benches may be metal frames with wood slats or all metal. "Off-the-shelf" street furniture (trash receptacles or benches) or tree grates (if selected in the future) can be customized by many manufacturers by adding a Mission Street logo.

4. Banners on Existing Street Lights (Cobras)

Install banners on a seasonal basis. Use them selective so that they provide visual interest when they are installed. Start with the Core and East Areas and expand to the entire street. Banners can "advertise" the Mission Street District or seasonal events or anything else that the merchants and BID determine is appropriate.

5. News Stand

Find an operator for an outdoor news stand (like the news stand in Larchmont Village) in the Core Area.

6. Bicycle Racks

Install bicycle racks in parking lots and structures and on side-streets. There is so little room on Mission Street's narrow sidewalks that bicycle racks, which are important to encourage alternatives to the automobile) be provided in parking areas. The BID could purchase standard racks and distribute them to interested businesses for installation in their parking areas. On side streets bicycle racks can be installed in the parkway or other public rights-of-way.

7. Mid-Block Crosswalks

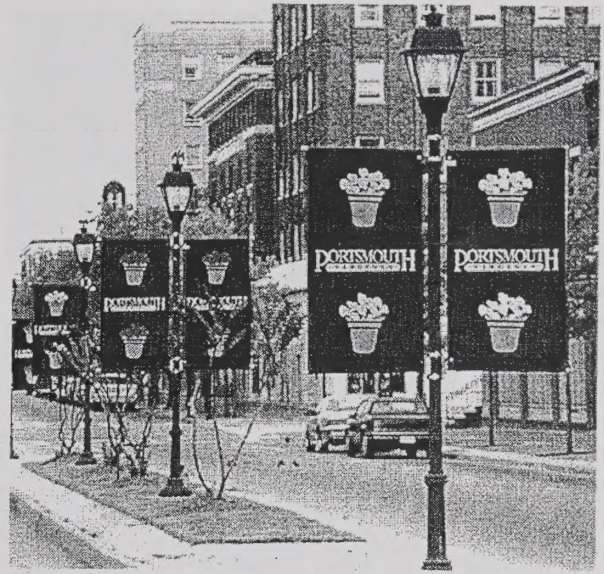
When the south side of the street begins to develop with more storefronts and retail activity, install a mid-block crossing between Fremont and Fairview Avenues.

Public Art Program

Establish a program to include artists in the design of streetscape improvements, e.g., a public sign program, street lights and furniture and the gateway. This program should be funded by the BID or a citywide assessment.

9. Maintenance

Steam clean sidewalks as needed; encourage merchants to clean them regularly.



Example of banners (source: Kalamazoo Banner Works).



The Larchmont Village news stand.

Longer Term Streetscape Improvements

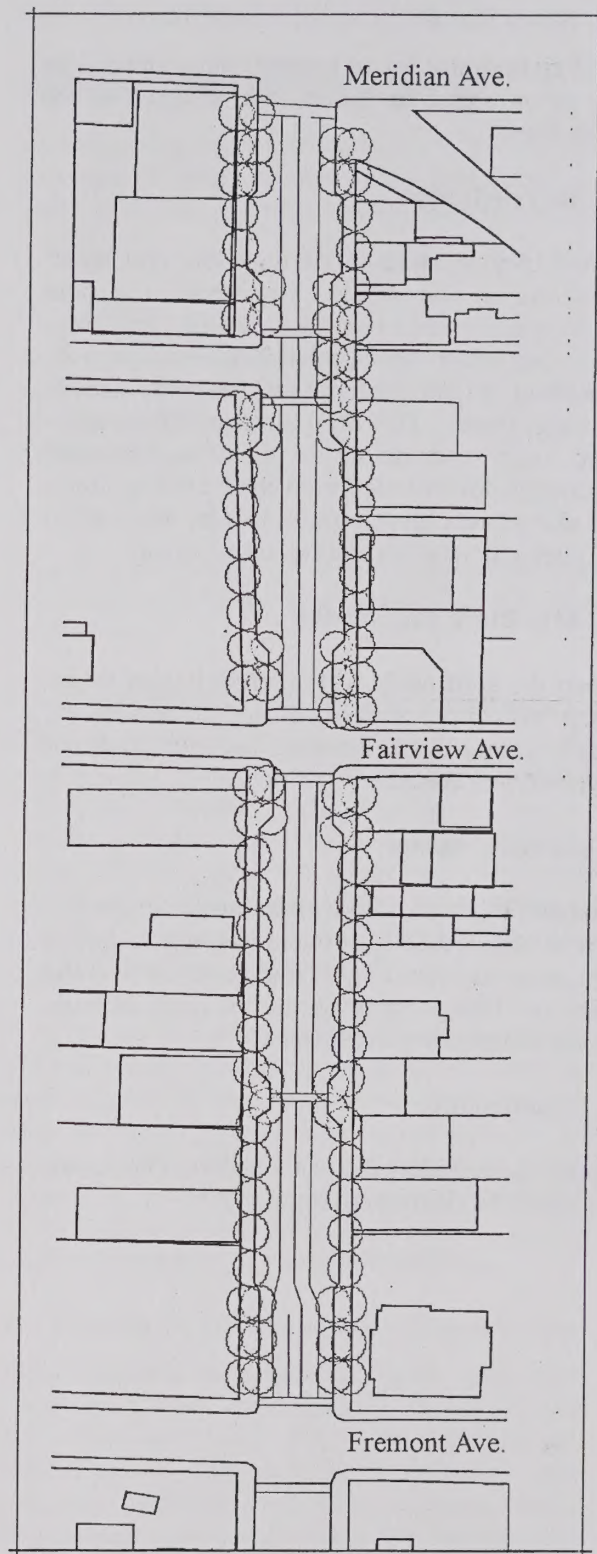
The following improvements may be implemented after centralized parking has been provided and a BID has been established.

1. Widen Sidewalks

Existing nine-foot wide sidewalks are adequate today, but may be too narrow in the future when pedestrian activity and sidewalk dining increase. Wider sidewalks may be considered in the future. In addition to accommodating pedestrian activity, they can help provide scale by narrowing the expanse of asphalt slightly and by providing space to add more substantial trees. Two options may be considered:

- Widen each side of Mission Street by 5 feet for a total sidewalk width on each side of 15 feet. This would eliminate parking on the south side of the street and would not be done until after centralized parking is provided to offset the loss of curbside parking.
- Create crosswalk peninsulas by widening the sidewalks at each crosswalk. This option is contingent on an engineering solution to the storm water drainage along Mission Street: the street serves as the storm drain, so that drains with adequate capacity would have to be provided beneath each peninsula.

Although the first option would provide more functional sidewalks, the second option is probably more feasible as it retains curbside parking on both sides of the street. This option is illustrated on the next page. It would result in a loss of fewer than 10 curbside parking spaces relative to parallel parking.



Possible future street widening and tree planting.

2. New Pedestrian Street Lights

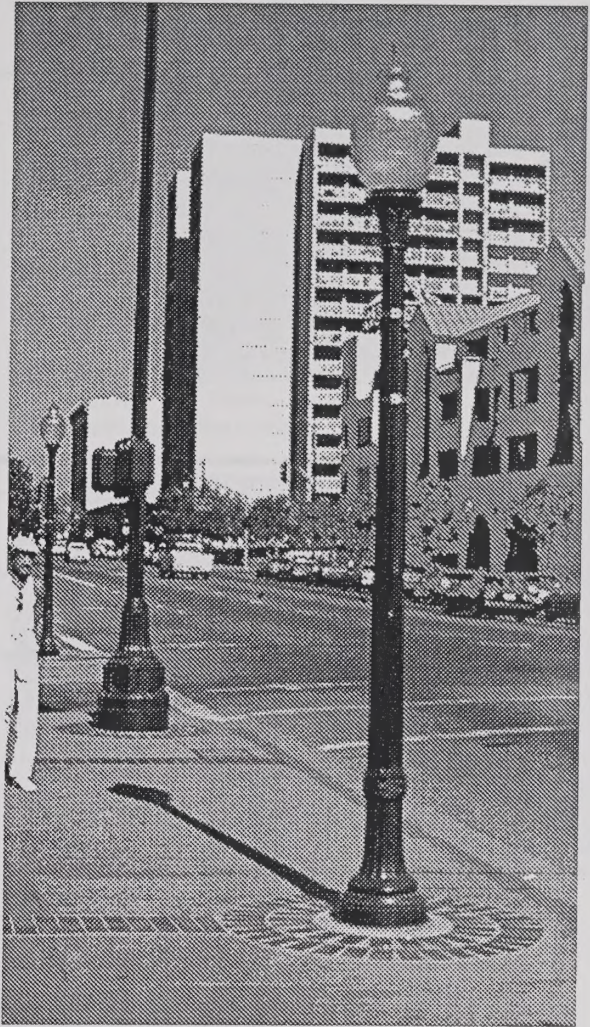
- **On building facades.** Individual property owners and merchants can install facade lighting in conjunction with building renovation or updated signs (see Chapter 7).
- **Pedestrian-scale street lights.** Street lights about 14 feet tall that match the historic acorn lights used on Mission Street may be installed about 50 feet on center, initially in the Core and East Areas and eventually along the entire length of Mission Street and on El Centro, Meridian and Diamond.

3. Street Trees

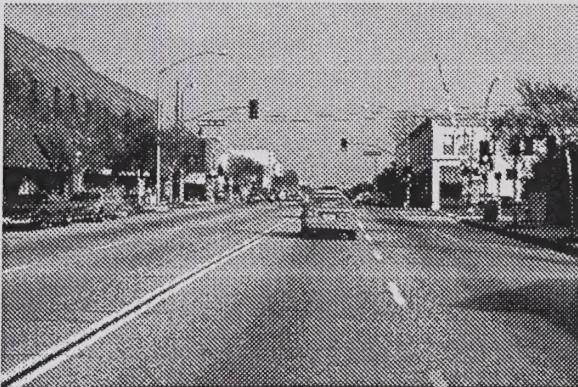
The Crepe Myrtles (*Lagerstromia indica*) along Mission Street are lovely when they are in bloom, but they are small and spaced relatively far apart. As a result, they do not help to visually reduce the width of the street or provide shade in the summer for shoppers.

It is recommended that larger trees with trunks that extend above businesses signs be added between the Crepe Myrtles and between the Podocarpus trees in the East Area to create continuous canopy along sidewalk and one that extends farther over the street. Tulip Trees (*Liriodendron tulipifera*) should be considered because they are deciduous, grow quickly above business signs, and have an attractive form that varies throughout the year.

If the sidewalks are widened at intersections, two rows of trees could be planted in the widened sections.



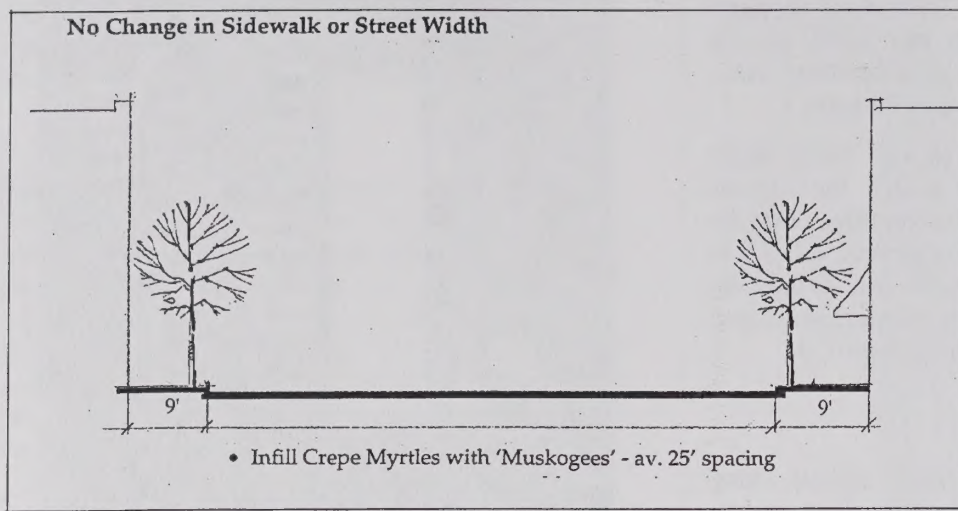
Contemporary versions of historic light fixtures.



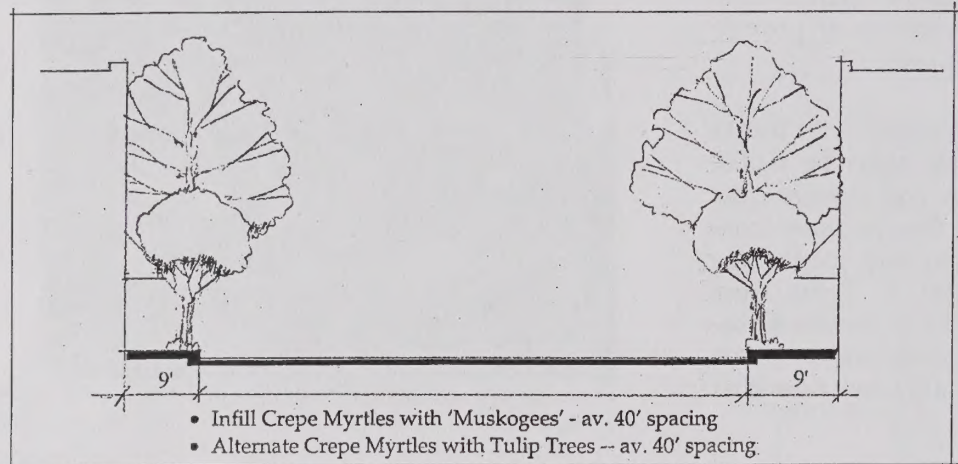
Mission Street is wide relative to the low-rise buildings along it.



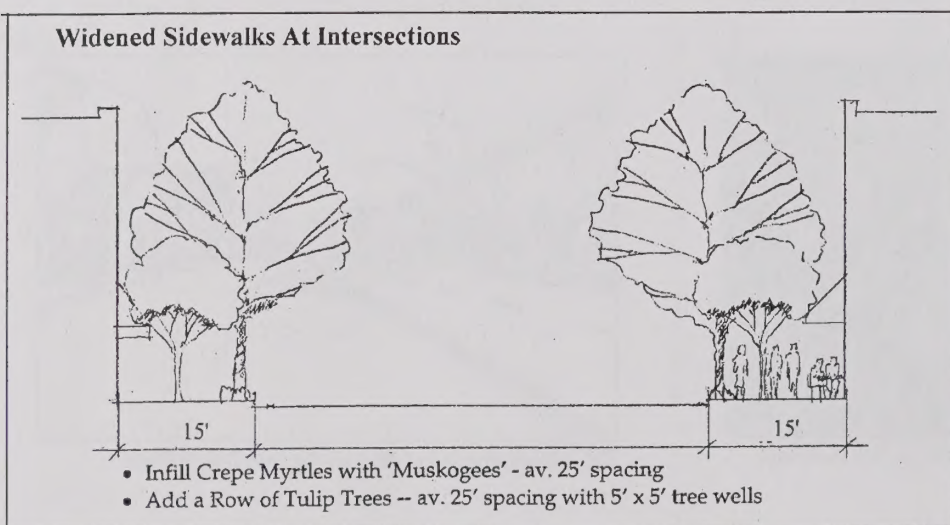
This sketch shows the same scene with larger trees.



The existing Crepe Myrtles do little to make the street feel narrower.



Larger trees between the Crepe Myrtles begin to make the street seem narrower.



A double row of trees along the widened sections (at crosswalks) really helps.

4. Tree Wells and Covers

Tree well sizes should be increased to 6 or 8 feet in length for new trees and, where possible, for existing trees.

In the short term it may be possible to leave tree wells open with flowers at the base. However, in the future, as pedestrian activity and outdoor dining increase, the sidewalks will too narrow. At that time it may be appropriate to install cast iron or metal grates or granite block designed for walking (including meeting ADA requirements).

5. 'Tivoli' (Twinkle Lights) on Street Trees

The SPAC members supported the installation of night time twinkle lights along Mission Street in the Core and East Areas. If installed, it is important that the wiring for these lights be both safe and unobtrusive.

6. Special Paving at Crosswalks

If crosswalk peninsulas are provided, special crosswalk paving could be provided in conjunction with them. If not, special paving could be provided at major streets like Fair Oaks, Fremont and Meridian.

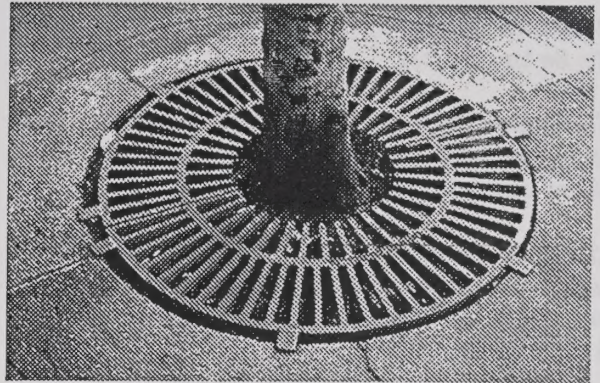
7. Gateway Treatment

While the majority of SPAC members supported an historical gateway element at Meridian, there was not consensus regarding its form. Further study is needed. A design competition among local residents and artists for gateway ideas could provide some ideas and publicity as well.

8. Replace Sidewalks

While not necessary now, this improvement may be appropriate in the future, especially as pedestrian activity increases and if sidewalks are widened. A simple design consisting of diagonal sawcut concrete, perhaps with a granite edge is recommended.

If the sidewalks are widened at the crosswalks, this pattern can be used in those widened sections.



Cast iron tree well covers. The use of welded support tabs makes installation less costly.



Granite tree wells can be designed and installed to be walked on.



In the future, sidewalks may be replaced.

Streetscape Improvements That Were Found To Be Unfeasible

The following streetscape improvements were evaluated and determined to be either unfeasible or inappropriate at this time:

Diagonal Parking. The need for left turn lanes to serve the Blue Line station prevents the conversion of parking on one side of the street to diagonal parking.

Center Landscaped Median. Street width and the desirability of maintaining left turns onto side streets (and parking) from Mission Street prohibit the installation of a narrow planted median.

11.0 FINANCING STRATEGY

This chapter will outline actions to be taken to implement the plan, identifying entities responsible for those actions, and summarize the findings of the financing study prepared as part of the Specific Plan process.

Key Actions to Implement the Plan

The key actions are as follows:

- | | |
|--|---|
| 1. Adopt the Specific Plan | Planning Commission and City Council with SPAC, merchants' and property owners' support |
| 2. Designate the Specific Plan Area a Redevelopment Area, as an expansion of the existing Redevelopment Area in order to use the tax increment, in combination with the existing increment, to support economic development. | City Council with SPAC, merchants' and property owners' support |
| 3. Hire a BID Manager to seek desirable tenants, organize the BID, parking, streetscape improvement, and other implementation action. | Property owners and merchants |
| 4. Establish a Business Improvement District (BID). | Property owners and merchants with assistance from Manager |
| 5. Acquire a site for the centralized parking lot or negotiate with existing property owner(s) to provide that parking in conjunction with a development project. | City staff and BID Manager with merchants' and property owners' support |

Financing Specific Plan Area Improvements

A detailed analysis of financing options for the centralized parking facility and streetscape improvements was prepared.

Cost of Improvements. Four different parking locations/configurations were evaluated, including acquisition of a surface lot and construction of an extra level of publicly financed parking in a proposed private development project (similar to what has been done in Santa Monica). The cost of acquisition and/or construction and operation and maintenance of the parking facility were estimated.

The costs of installing and maintaining recommended short-term and long-term streetscape improvements were estimated.

The total *annualized* cost of these improvements is estimated to be \$236,000 (assuming a 25-year term, 7% interest rate and 1.30 debt coverage for bond financing).

Potential Financing Sources. Four different financing sources were evaluated: a Business Improvement District (BID) assessment of merchants and property owners, tax increment from a Specific Plan Area Redevelopment Area, tax increment from a combined Specific Plan Area/existing Downtown Redevelopment Area; City General Fund or other City sources.

Recommended Improvements. The construction of an extra level of public parking as part of a private development project appears to be the least expensive means of providing parking; therefore, it is the recommended approach. A surface parking lot would be more desirable but appears to be too costly.

The short-term streetscape improvements should be pursued along with the parking facility. The long-term streetscape improvements can be installed later as business activity increases and can support an increased assessment.

Recommended Financing Approach. A combination of all available financing sources will be needed to provide the parking facility, its ongoing operation and maintenance, and short-term streetscape improvements. The following combination of sources is preliminarily recommended:

- 58% of cost by BID special assessment bonds -- this amounts to an average of \$30 per month per 5,000 square-foot parcel, which would be distributed between the tenants and the property owners.
- 8% of the cost by tax allocation bonds supportable from pledged tax increment revenues expected to be generated by the Specific Plan Area as an expansion of the existing Redevelopment Area -- this assumes that all available tax increment (excluding set-asides) would be used for this purpose.
- 34% of the cost by tax allocation bonds supported by tax increment from the existing Downtown Redevelopment Area (using one-third of the available tax increment revenues) or from the City's General Fund (or a combination of the two).

Acquisition of surface parking lot instead of public parking in a private development project would have an additional annualized cost of \$80,000 which translates into an additional \$24 per month per 5,000 square-foot parcel, if it were provided through the BID assessment.

Possible Incentives to Encourage Renovation of Historic Resources. The City may consider the following actions to further encourage property owners to renovate Historic Resources:

1. Reduce all City fees related to the renovation of Historic Resources by 50%, if the renovation is consistent with the Secretary of the Interior's Standards and Guidelines.
2. Use CDBG funds for the renovation of portions of Historic Resources. CDBG funds must be used to benefit low or moderate income

individuals or to revitalize a blighted area. Many communities have used CDBG funds for storefront facade improvement programs. One approach might be a revolving loan program.

3. Use the City's housing fund to assist in the renovation of portions of Historic Resources used for low or moderate income housing, e.g., housing in the Alexander and Graham Buildings.
4. Adopt a Mills Act program and, at the request of individual property owners, establish Mills Act Contracts for Historic Resources in the Specific Plan area that are renovated according to the Secretary of the Interior's Standards and Guidelines.

This incentive should be carefully evaluated since it would result in reduced tax revenues to the City. A Mills Act contract between the City and the owner of an Historic Resource would reduce the property taxes on that Historic Resource by about 50% and, in turn, reduces tax revenues to the City from that property.

For example, if an Historic Resource's current annual property tax is \$10,000, a Mills Act contract would reduce that tax to \$5,000, which, in turn, would reduce the City's revenues from that property by about \$1,667. (The City receives about one-third of the property tax revenues from a property.) It should be noted that, if the Specific Plan area can be added to the City's existing redevelopment area, any increase in taxes will be returned to the City for use in the Redevelopment Area, potentially off-setting the loss of property tax revenues from Mills Act contracts.

In addition, property owners are encouraged to take advantage of the federal 20% Rehabilitation Income Tax Credit available to owners of income properties listed or eligible to be listed in the National Register of Historic Places or are in the Mission West District.

DEFINITIONS

Bed and Breakfast Inn. As defined by the Zoning Code.

Block Face. The Street frontage on one side of the street between two intersecting streets.

Convenience Retail. Retail sales of goods purchased on a regular basis which shoppers typically purchase in convenient locations near home or work or en route to other destinations and which, if located within walking distance of a commuter transit station, can be purchased en route to or from the train, including:

- Bakery or confectionery shop
- Bicycle store
- Book or stationary store
- Computer or computer supply store
- Florist or small nursery
- Food/grocery store, including produce, cheese, meat, wine, delicatessen, health food
- Camera or photography supply store
- Greeting cards
- Hardware
- Musical instruments including instruction and repairs
- News stand
- Pets
- Sporting goods
- Toys
- Video sales
- Other similar retail items as determined by the Community Development Director.

Convenience Services. Services used on a regular basis in convenient locations near home or work or en route to other destinations, which generate foot traffic and taxable sales and provide interesting window displays and which, if located within walking distance of a commuter transit station, can be used en route to or from the train, including the following:

- Barber, beautician or cosmetologist;
- Child care facility;
- Copying;
- Custom dressmaking or millinery
- Dry cleaning
- Financial services as limited by Chapter 5
- Interior decorator or designer
- Laundry or self-service Laundromat
- Locksmith
- Optician
- Photographer

Shoe repair

Tailor

Travel agency

Video rentals

Other similar services as determined by the Community Development Director.

Cottage Industry. Small-scale artisans' workshops or studios, together with ancillary showrooms or galleries, which are located in enclosed buildings, do not involve the use of toxic or hazardous materials, and do not increase the sound level at any residence by more than 2 CNEL. Permitted uses including manufacture of and service to the following:

- Ceramic products using only previously pulverized clay and kilns fired by electricity or low gas
- Furniture
- Glass and glazing
- Jewelry
- Ornamental iron work
- Signs
- Textiles
- Other similar uses as determined by the Community Development Director

Permitted services include the following:

- Book binding
- Catering
- Printing or publishing
- Upholstering
- Welding
- Other similar services as determined by the Community Development Director.

Design Review Board. The South Pasadena Design Review Board, established pursuant to Ordinance No. 2001.

Drive-In or -Through Facility. Any portion of a building or structure from which business is transacted, or is capable of being transacted, directly with a customer located in a motor vehicle during such business transaction.

Fast-Food Restaurant. An establishment that provides, as its primary service, quick food service for a high volume of customers, which is accomplished through a limited menu of prepared items, orders taken over a counter (not at

tables), and food served over a counter in disposable wrappings or containers.

Financial Services. Services including but not limited to those typically offered by banks, savings and loans, thrift associations, credit unions, brokerage firms, real estate offices, insurance companies, escrow offices, title insurance companies and financial advisors, but excluding automatic teller devices.

Floor Area, Gross. The total horizontal area of all the floors of a building included within the surrounding exterior walls, exclusive of vents, shafts, courts and passageways that are open to the sky, off-street parking facilities, stairwells, restrooms and utility rooms (also known as mechanical equipment rooms, containing permanently affixed electrical, mechanical, telephone and solar accessory equipment pertaining to the operation of the building). This definition applies to residential, commercial and mixed-use buildings.

Floor Area Ratio. The Gross Floor Area of a building divided by the gross area of the lot on which it is located.

Historic Resource. A structure determined to have local significance or potential national significance with respect to its architectural or historical characteristics and which is identified as such in Figure 3 in this Specific Plan.

Live/Work Space. A habitable space which combines both a work or commercial area which is permitted in the District in which it is located, e.g., art studio/gallery or Cottage Industry, with a residence. Live/Work Space may be located on any combination of floors in a mixed use building, e.g., the art gallery and studio may be on the first floor with the living space on the second; the studio may be on the second floor with the living space on the third; or both may be on the same floor, except that the living space may not be located on the ground floor within 20 feet of the building frontage. Live/Work Space on the second or third floor of a building is a residential use for the purposes of this Specific Plan; Live/Work Space on the first floor is a commercial use.

Pedestrian-Oriented Uses. Uses that draw a relatively high volume of customers and create interest along the street, including but not lim-

ited to restaurants, Specialty Retail, Convenience Retail and Convenience Services.

Project. The construction, erection, addition to or alteration of any building or structure, excluding seismic upgrades; change of use or tenant; or installation or alteration of a sign on a lot located in whole or in part within the Specific Plan Area. A Project does not include interior remodeling of a building which does not increase the floor area or accompany a change the use.

Secretary of the Interior's Standards and Guidelines. Standards, prepared by the Secretary of the Interior pursuant to the National Historic Preservation Act of 1966 and codified in Department of Interior regulations 36 CFR 67, and corresponding guidelines. They are available in the following publication: *The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings*, 1992 (ISBN 0-16-035959-1 for sale by the U.S. Government Printing Office, Superintendent of Documents, Mail Stop: SSOP, Washington, DC 20402-9328).

Sign Area. The square footage of the panel on which lettering is placed or, for signs that are painted or comprised of individual letters, the square footage of the rectangle that would be created if lines were drawn around each group of letters.

Sign, Awning. A sign located on an awning.

Sign, Blade. A small sign, usually constructed of metal or wood, that extends perpendicularly from the building facade.

Sign, Directory Plate. A small plate, usually constructed of metal, attached to the wall of a building to identify second-floor tenants.

Sign, Facia Band. A horizontal sign located above a storefront bay.

Sign, Monument. A free-standing sign, usually constructed of wood or metal, on legs or a base.

Sign, Window. A sign applied directly to or attached to a display window.

Specialty or "Destination" Retail. Retail sales of goods not purchased on a regular basis which buyers often make special trips and travel greater distances purchase than they would for

convenience retail items. Specialty Retail includes the following:

Antiques

Art gallery

Art supplies

Candy

Crafts

Clothing boutiques, such as women's, men's or children's clothing, millinery or haberdashery, either new or used

Equestrian equipment

Jewelry

Gifts

Other similar retail items as determined by the Community Development Director.

CREDITS

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Dorothy Cohen, Mayor Pro Tem
Amedee Richards
Harry Knapp
Wallace Emory

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David Saeta, Chair
Lisa Pendleton, Vice Chair
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Stuart Denker
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City Staff

Kenneth Farsing, City Manager
William Campbell, Director of Community Development
David Koons, Planner

Consultant Team

Firm

Sedway Cooke Associates
Patricia Smith, ASLA
Offenhauser Mekeel Associates
Keyser Marston Associates
Kaku Associates
Historic Resources Group
ASL Consulting Engineers

Responsibility

Executive Planner
Project Manager and Specific Plan Author
New Building Prototypes and Elevations
Market Feasibility/Financing Analyses
Traffic and Parking Analyses
Historic Resource Preservation Recommendations
Civil Engineering Analysis

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